# utocar



the height of elegance

ZEPHYR-6 £532 Flus P.T. £222-15-10





d'5-STAR' MOTORING

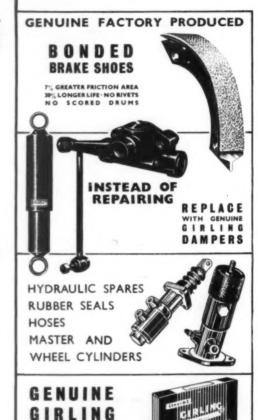


To live up to their reputation of being

WAY OUT AHEAD

GIRLING
support such
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by a
WORLD WIDE
SERVICE
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Wherever you travel, the Girling Service organisation travels with you. The network of approved Girling agents extends across the country and across the world to bring you high efficiency service, based on the supply of genuine Girling spares and replacements. This is the service that backs up the proud claim...



GIRLING

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED . KINGS ROAD . TYSELEY . BIRMINGHAM 11

SPARES

IN KITS

#### HUDSON-BACK AGAIN IN BRITAIN



Pre-war drivers will well remember the tremendous reputation that America's Hudson earned for itself in this country. That's why it's such important news that the latest Hudson models are not only back, but readily available in all parts of the country. From the distributors listed on this page you can obtain any one of them and, as an owner, be certain of a quick maintenance and repair service from Hudson Motors Ltd., or from our agents, who really know and understand your model.

#### THE HUDSON Rambles

Just once in a very long while there comes a car that sets the U.S. silently by storm. A car that 'has everything' from a lovely Pinin Farina design to superlative gadgets that turn day-by-day motoring into luxurious pleasure. Such a car is Hudson's exclusive Rambler.

#### RAMBLER 4-DOOR SALOON

- \* Engine: 6 cylinder side valve 3205 c.c. 90 b.h.p. at 3800 r.p.m.
- ★ R.A.C Rating: 23.4 ★ Tank Capacity: 16½ gallons
- \* Overall length: 15' 6"
- ★ Overall width: 6' 1\frac{1}{2}"
  ★ Equipment includes: Heater, Radio, Overdrive, Windscreen Wash, Airliner Reclining Seats, Tubeless Tyres.

#### THESE OTHER MODELS AVAILABLE FROM HUDSON DISTRIBUTORS

**HUDSON HORNET 4-DOOR** HUDSON HORNET 4-DOOR
SALOON. Engine: 6 cylinder side valve, 5040 c.c.,
160 b.h.p. at 3800 r.p.m.
R.A.G. Rating: 34-9. Tank
Capacity: 16½ gallons.
Overall length: 18′ 3″.
Overall width: 6′ 6″. Equipment includes: Clock, Radio, Overdrive, Wind-screen Wash, Airliner Reclining Seats, Tubeless

HUDSON RAMBLER CROSS-COUNTRY STATION WAGON. Engine: As above R.A.C. Rating: As above. K.A.C. Katung: As abous. Tank Capacity: As abous. Overall length: 15'6". Over-all width 6' 1½". Carrying Compartwent length (seat down) 5' p". Carrying Com-partment length (seat up) 3'. Carrying Capacity (seat town) 5' over 15' Environment. down) 60 cu. ft. Equipment includes: Clock, Heater,

HUDSON WASP 4-DOOR SALOON. Engine: 6 cylin-der side valve 3310 c.c. 115 b.h.p. at 4000 r.p.m. R.A.C. Rating: 21 b. Tank Capacity: 164 gallons. Overall length: 17' 8". Overall length: 17' 8".
Overall width: 6' 6".
Equipment includes: Clock,
Radio, Overdrive Radio, Overdrive, Wind-screen Wash, Airliner Reclining Seats, Tubeless

#### **HUDSON MOTORS LTD**

GREAT WEST ROAD, LONDON, W.4. TEL: CHISWICK 3621

BERKSHIRE Vincents of Reading Ltd., Station Square, Reading. Tel: 54204.

CHESHIRE Middlewich Motors, Chester Rd. Garage, Middlewich. Tel: 99.

Perry's, Preston, Paignton, South Devon. Tel: Paignton 82146. DEVONSHIRE

GLOUCESTERSHIRE Regent Motors (G. Readings) Ltd., Regent St., Cheltenham, Tel: 2041 (4 lines).

HAMPSHIRE Parkstone Motor Co. Ltd., Station Rd., Parkstone, Bournemouth, Tel: Parkstone 1551. KENT

Auto Pilots Ltd., The Harbour Garage, Folkescone. Tel: 4589. William Arnold Ltd., Upper Brook St., Manchester 13. Tel: Ardwick 4361 /7.

LEICESTERSHIRE Cresta Garage, Groby Road, Leicester. Tel: Anstey

NORTHAMPTONSHIRE York, Ward & Rowlatt Ltd., Oxford St., Welling-borough. Tel: 2403/4.

NOTTINGHAMSHIRE C. H. Truman & Co. Ltd., 61a Mansfield Rd., Notting-ham. Tel: 43087/8. SUFFOLK

R. E. Cattermole, Latimer's Garage, 79 Princes St., Ipswich. Tel: 55461/2. SUSSEX

A. S. Tilley (Garage) Ltd., 56 West St., Brighton. Tel: 29244. WARWICKSHIRE

Harold Goodwin (1944) Ltd., Severn House, Suffolk Sc., Birmingham. Tel: Midland 0153. Motorsales (Hull) Ltd., 42-46 Princes Ave., Hull. Tel: 42/38.

rei: 42138.
Samuel Wilson & Son Ltd., 125-137, West St., Sheffield, Tel: 25807.
F. W. Russell & Sons Ltd., Harewood Garage, 14-36
Acklam Rd., Thornaby-on-Tees. Tel: Stockton-on-Tees
65181.

SCOTLAND

Cameron & Campbell Ltd., 171/181 Bothwell St., Glasgow C.2. Tel: Centrol 4/21/3. WALES
Castle Garage (Cardiff) Ltd., Castle St., Cardiff.
Tel: 28246.

NORTHERN IRELAND
W. M. Connolly Ltd., 118/124 Donegal Pass, Belfast,
Co. Antrim. Tel: Belfast 23441/2.

# Magnificent Performance

You can be sure of getting top-rank performance from every HML Rebuilt engine—and a guaranteed long run as well. HML Enginuity puts incredible trouble-free mileage into these highprecision rebuilds. They're the finest present you can give a hard-working Vauxhall or Bedford.



If you want to sell your Vauxhall it's well worth remembering that HML are very good buyers of used Vauxhalls.

EXCHANGE PLAN

### HAMILTON MOTORS (London) LTD

Bedford and Vauxhall Main Dealers 466-490 Edgware Road, London, W.2 \* 169-171 Harrow Road, London, W.2 Telephone: PADdington 0022 (12 lines)

# SLIDING DOORS

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the farzer openings of commercial and industrial garages. larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



CLARKE ELLARD ENGINEERING COMPANY LTD. WORKS ROAD . LETCHWORTH . HERTFORDSHIRE . TELEPHONE: 613-614



This battery is designed and made for the private motorist who is willing to pay a little more for the best that money can buy. With it he gets an *Exide guarantee* which is unconditional and means what it says. Two years' service or a new 'Double-Life' battery free.

Exide

3

ODUBLE-UFE<sup>9</sup>



Your head and feet have room to spare, when your car is fitted with the remarkable INTALOK 'Spacemaker' the new lightweight seat which has won instant favour with the motoring public and motor manufacturers.

Amazingly light and compact, the sturdy 'Spacemaker' keeps you at perfect ease through hours and hours of driving. It can be fitted in a few minutes - and literally lifts out for easier floor brushing.

Bucket or Bench types, in maroon, brown, grey or fawn leathercloth. Retail price (complete with fitting brackets, bolts, etc.) : Bucket 70/6. Bench £7-10-0 carriage paid.



A PRODUCT OF THE SLUMBERLAND GROUP . SEE YOUR CAR ACCESSORIES DEALER OR WRITE TO INTALOR LIMITED CALDWELL BOAD . NUNBATON . TRADE ENQUIRIES INVITED



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step in quickly and order your copy of ... Get the best out of your indoor photography, by reading AMATEUR PHOTOGRAPHER's special "Indoor Number" out Wednesday. There you will find fully illustrated information on the latest enlargers, still projectors, flash outfits, lighting equipment, PLUS much helpful advice on indoor photography generally. It's just what you need to get the best out of your hobby this winter. Don't miss it!

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FROM ALL NEWSAGENTS

INDOOR NUMBER

WEDNESDAYS . 18.



THE SOLEX DEPRESSION OPERATED PUMP WITH ECONOMY DEVICE AND PUMP INTECTOR for acceleration and full power performance with maximum cruising economy

#### SEE HOW A SOLEX HELPS YOUR CAR

HOW IT WORKS This pump only differs from the one described in No. 8. of our series in the manner in which the petrol discharge takes place. Its operation and adjustments remain unchanged.

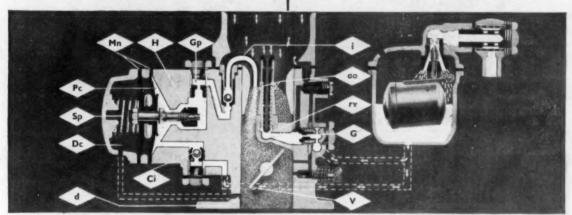
In the last advertisement we explained how petrol was discharged from the pump chamber (Pc) into the main spraying reserve well (rv). With the device illustrated below however, petrol is discharged direct into the main air stream via a low injector tube (i) ensuring a more immediate response, the discharge point being in the same critical depression area as the main spraying orifices (00).

When accelerating, and the throttle is partly opened as illustrated, depression is temporarily broken at (d) and in (Dc). The membranes (Mn) activated by spring (Sp) ejects petrol from the pump chamber

this is the ninth of a series of fourteen explanatory advertisements

(Pc), via valve (H) and the calibrated pump jet (Gp), out of the injector tube (i). This method of injection is more direct and assures immediate response from the engine, until depression begins to draw petrol from the main spraying system via orifices (00). If this throttle setting is maintained, the engine speed will build up and with it manifold depression, until it is once again sufficiently high at (d) to close valve (H) and economical cruising is obtained on the main spraying system only.

On opening up to full throttle, there is another initial injection from the pump as depression is again broken at (d), and thereafter petrol is drawn continuously from the injector nozzle (i) as well as from orifices (00), as the valve (H) now remains permanently open at this throttle setting to give the required maximum performance.



#### You're better off with a Solex because:-

Each phase of its design automatically ensures the accurate supply of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn, Our pamphlet 'Your Carburettor' explains why.

#### How to obtain a current design Solex carburettor:-

Complete the coupon and we will send you full details of our Re-

conditioned Service for Solex equipped cars, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price with an allowance for the old model when surrendered.



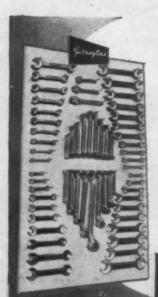


• post this coupon today

Please send	id., 223-231 Marylebone Road me your pamphlet Your Carb o swit my car and a list of Soles	urettor, also details
NAME	WELL I	A
ADDRESS _		
	CAR	YEAR.
H.P.	CARBURETTOR NOW F	ITTED
A.9	Quote letters and numerals on Float C	hamber or rim of air intake if a Soi



# Serve Yourself FROM THE YELLOW BOARDS



The new self-service dispensers displaying Garringtons Quality Hand Tools for the motorist are available at the best garages and tool stockists throughout the country. Garringtons well-known range is presented in all sizes from which you can make an easy choice. Look for the yellow board showing Garringtons Hand Tools when next buying.

Garringtons

#### PRECISION FORGED HAND TOOLS

GARRINGTONS LTD., BROMSGROVE, WORCS, and DARLASTON, STAFFS,



Bostik

Adhesives and Sealing Compounds

The word 'Bostik' to a registered trademark of

B.B. CHEMICAL CO. LTD., ULVERSCROFT ROAD, LEICESTER.

"Dr." LAYSTALL says:

# they have forgotten cylinder wear!

you cannot yet specify CROMARD Liners in your engine(s) as new-you can insist on them at the first overhaul.



GOTEBORG TRAMWAYS, SWEDEN (Goteborg Sparvagar) users of CROMARD liners.



A WORLD'S STORES vehicle fitted with CROMARD liners.

Frequent stopping and starting and low temperature running are among the most serious causes of rapid cylinder wear. Hard chrome bores-CROMARD liners virtually eliminate cylinder wear and lengthen the life of your entire engine. That is why today, more and more fleet operators are using CROMARD for both petrol and diesel engines. CROMARD liners are available for most popular cars and commercial vehicles.

Users of CROMARD include The WORLD'S STORES LTD., and GOTEBORG TRAMWAYS (SWEDEN).



CROMARD liners are used throughout the World, there are over 120 fitting stockists in the British Isles.



#### LAYSTALL CROMARD LTD.

(Cromard Sales)

53 Great Suffolk Street. London, S.E.1

Telephone: WATerloo 6141

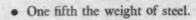
Northern Branch: 63 ST. ANNE STREET LIVERPOOL, 3. Telephone: NORTH 0178

Paystall austall Illustration shows Hy-du-lignum Raising Tool for mild steel petrol tank pressings.

Photograph by courtesy of Weathershields Ltd.

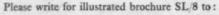
# Mechanical press tool designers naturally prefer— Hy-du-lignum & Jabroc

LAMINATED COMPRESSED WOOD



- Low cost
  Speedy manufacture.
  Supplied as finished tools or as board.
- -

★ Visit our stand— No. 103—at Farnborough.



#### HYDULIGNUM-JABROC (Tools) LTD.

Designers and manufacturers of jigs and tools in Hydu-lignum • Jabroc • Steel • Hyroc (paper based laminate) • Glass Fibre.

Head Office: Hy-du-lignum Works, Haddenham, Bucks. Tel.: Aylesbury 1100-1102. 'Grams: Winstix, Aylesbury.

Northern Office: 89 Oxford Street, Manchester, 1. Telephone: Central 9364/5/6.



# For SMOOTHER running and more MILES per gallon fit a CHATWIN ROTARY ATOMISER

Make your motoring cheaper and more enjoyable with a Chatwin Rotary Atomiser. Cheaper because of the extra miles per gallon it will give you, more enjoyable because it also improves performance, reduces engine wear and gives easier starting. Suitable for all types of twin and single induction carburettors.

Ask your local garage for detailed information.

Sole distributors:

#### J. HOLLIS & SON

51/53 Park St., Birmingham, 5

TELEPHONE: MIDLAND 4965



57/6
Dual type for Ford V.3 and similar engines 45,10.0



Ask the man who knows...

YOUR GARAGE MAN WILL CONFIRM THAT

Power goes up—
cost per mile comes down
with





AC-DELCO DIVISION OF GENERAL MOTORS LTD. Dunstable & Southampton



#### Most disturbing Mrs. Smith

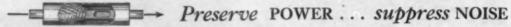
Just as you were dropping off to sleep too! What a pity it is some drivers think that if they have a fast car it must necessarily be a noisy one. On the contrary, a powerful car can be quiet too-if a Servais straightthrough Silencer is fitted.

By reason of its patented acoustic packing, the SERVAIS permits a free passage for the exhaust gases, thereby preserving power and reducing exhaust noise to an acceptable level. In other words, Mrs. Smith, the driver with a Servais has more power for himself and more peace for his neighbours.



IN MOTOR CARS . TRACTORS . MARINE ENGINES DIESEL ENGINES . STATIONARY LIGHTING SETS

### SERVAIS SILENCERS



Ask your garage for details or write to : Servais Silencers Ltd., Ashford Road, Cricklewood, N.W. Tel.: GLAdstone 0023 (3 lines)



It is not generally realised how quickly and flercely rust attacks the vulnerable underside of a car. A thick, sprayed-on coating of FLINTKOTE, applied by experts, not only prevents expensive corrosion, but appreciably reduces body drumming. Benefit from world-wide experience and have YOUR car FLINTKOTE PROTECTED.

#### DO THIS NOW-

Fill in this coupon and send for full details of the FLINTKOTE treatment and name of nearest

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Flintkote Prevents rust, Resists abrasion, Beadens sound

Industrial Asphalts Company Limited, Adam House, 1, Pitzroy Square, London, W.1. Tel; EUSton 7224

Anaccurate easilyunderstood explanation of

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### The MOTOR VEHICLE

By K. Newton, M.C., B.Sc., A.C.G.I., A.M.Inst.C.E., M.I.Mech.E. and W. Steeds, O.B.E., B.Sc., A.C.G.I., M.I.Mech.E.

A standard work covering the most recent advances in automobile design, including engines, transmissions, axles, brakes, steering, suspension and chassis details. Both petrol and diesel engines are covered and the present state of the gas turbine as applied to road vehicles is considered. Non-technical language is used, the book providing an accurate straightforward explanation of automobile engineering theory.

From booksellers or from:-

Iliffe & Sons Ltd. Dorset House Stamford St., London, S. E. 1 Every time you look at your car, you'll be glad you fitted



WHEEL DISCS or WHEEL TRIMS



#### "RIMBELLISHER" WHEEL TRIMS

For most post-war cars with current-type pressed steel wheels. Nickel-copper-nickel-chrome plated, easily fitted by means of "Ace" fasteners which permit removal, if required. Price £7/10/- per set of five and fittings.



#### "TURBO-TRIM" WHEEL DISCS

For a wide range of current-production cars. Light alloy with bright anodised finish, simple but secure fixing which prevents rattle and allows removal, if desired. Price £8/10/- per set of four and fittings.

Their pleasing effect is immediate and lasting, and is achieved by something more than the superlative quality and finish of "Ace" accessories-it is the unique style of "Ace" Wheel Discs and Wheel Trims which transforms the wheels and the car, giving enduring distinction. A "Rimbellisher" is designed for each specific wheelnot just a wheel size. Each type (there are more than 40) is shaped to fit the wheel to perfection, to present the maximum width of chrome and to look its best on that particular wheel. The type A.2 "Turbo-trim" is a full width wheel disc of unique, modern style. It is made of light alloy with a bright anodised finish, louvred to assist brake cooling and, like the "Rimbellisher," attached to the wheels by "Ace" patent selflocking fasteners which ensure a 100 per cent. secure fixing. Ask your dealer to supply you with a set, or, if you would like more details, write to us for leaflets.

CORNERCROFT LTD

NC 170

MOTOR ACCESSORIES DIVISION :- ACE WORKS, COVENTRY. Phone Coventry 40561.

LONDON :- 32 CLARGES ST., W.I. 'Phone Grosvenor 1646

"Every driver should fit the Trico automatic screenwasher"



Says

BRITAIN'S No. 1 RACING DRIVER

# MOSS

It's power operated by the car engine. Just touch the button and twin jets of water clean your screen as you drive.

> Get your local garage to fit a

> > WASHER

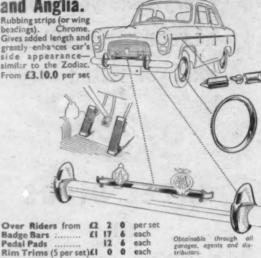
to your car - TODAY!



TRICO-FOLBERTH LTD., GT. WEST ROAD, BRENTFORD, MIDDX.

"Cosmic-Style" your new Prefect and Anglia.

Rubbing strips (or wing beadings). Chrome. Gives added length and greatly enhances car's side appearancesimilar to the Zodiac. From £3.10.0 per set



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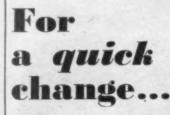
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SEND FOR FULL LIST OF ACCESSORIES.

Trade terms on application.

Rim Trims (5 per set)£1 0 0

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Here's a spanner designed to make plug removal really easy. With its long handle and swivel-jointed head, it will reach the most awkwardly placed plugs with minimum effort. It is 1'34" long overall, and has a full-fusion pressure welded handle. PS. 36 18mm. 6/2 retail. PS. 35 14mm. 5/11 retail.

From all good Motor Accessory Dealers

Manufactured by

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Wholesale and Export only

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# The Tudor Twinfan keeps you cosy in your car

#### uses waste engine heat silently: warms without stuffiness

Hail, snow, sleet. Below zero temperatures. Forget them. The Tudor Twinfan will keep your car warm whatever the weather.

This remarkable unit is the most efficient heater for its size on the market. It is the *only* heater at its price with twin fans—one for heating, the other for demisting.

Heat output is equal to a 1.8 kilowatt electric fire; enough to warm a car even though the window ventilators are open. You get cosy warmth and constant fresh air. With no heater noise!

The windscreen—your other worry is kept constantly clear of mist and frost. Warm air is fanned through the demister



tubes at the rate of more than 1,000 feet per minute. No mist can compete!

COMFORT — AT THE RIGHT PRICE
The price for all this comfort and convenience is just £11.10.0. Once installed
—and the Twinfan can be installed very
simply — the comfort and convenience is

yours for the lifetime of your car. And, of course, like all Tudor accessories, it carries the famous Tudor guarantee.

The Tudor Twinfan is available for the following cars in tailor-made kits, complete with a rheostat switch that can be illuminated.

Cat. No. 280 MORRIS MINOR Series II 1953/4/5 models.

Cat. No. 281 HILLMAN MINX Marks IV TO VIII.
Cat. No. 282 STANDARD 8 or 10 h.p.
1953/4/5 models.

Cat. No. 283 FORD ANGLIA OF PREFECT 1954/5 models.

Cat. No. 284 FORD CONSUL OF ZEPHYR. Cat. No. 285 AUSTIN A30.

### TUDOR TWINFAN

THE SILENT HEATER/DEMISTER
SEE US AT THE MOTOR SHOW STAND NO. 290 FIRST FLOOR

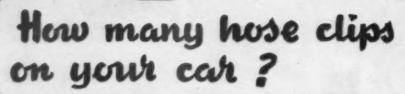
Tudor Accessories are available from all leading garages and accessory shops.

Illustrated leaflet free on request to:

TUDOR ACCESSORIES LTD . 51 BEACONSFIELD ROAD . HAYES . MIDDLESEX . Tel: Hayes 0442/3/4

#### FAMOUS MARK III NOW CHEAPER

The famous Mark III 'Fresh-Air' Heater (heater only) is now available at only £5.10.0. This economical unit is compact, strong, extremely simple to install and very suitable for small cars. Full details free on request.



Check them all over -- or instruct your garage. You'll be in a fine old pickle if an inferior clip lets you down. Fit Cheney Connects all round-always. They are inexpensive, last Indefinitely — and are the strongest, most rigid and easiest fitted hose clips made.

FENTER FOR THE CHENEY CONNECT

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#### COVER YOUR CAR PROTECTION SAVES £££



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Shaped Car Covers

Actual Manufacturers-First in the field-1951

A shaped Cover of high grade waterproof VYNYL sheeting, high tensile strength, welded seams, hemmed edge, non-scratch eyelets which cannot pull out. Heavyweight

SMALL CARS £3/7/6 (max. length, width 12' x 4' 6'). MEDIUM CARS £3/12/6 (max. length, width 13' x 5'). LARGE £48/5 (max. length, width 15' x 5'). EXTRA LARGE £4/5/- (max. length, width 16' x 5' 6'). Special sizes to erder. All post free U.K.

BEST, HEAVY GAUGE WATERPROOF

Welded seams, patent loops for tying Heavyweight 6 thou. Vynyl. W x 7' 15/9; 12' x W 61/7/3; 15' x 12' 62/12/6; 18' x 12' 62/19/6; 20' x 15' 64/8/-

All goods post free (U.K.) Telephone: Lee Green 5373

HOSE 60ft, length 23/6 Jin. Bore Jat/Spray Nozzle 4/9 per test extra. 100ft,—40/s.

CATFORD D. S. LTD. (DEPT. A 198 HIGH ST., LEWISHAM, LONDON, S.E.I.

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MULTIPLE CONCRETE

Available from £55 to provide an unequalled investment and permanent source of income. lo/6d, per week rent will recover initial outlay in two years. Alternatively rentals will cover repayments under our attractive deferred terms

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The Autocar there

# seven people at this meeting

Where are the other five . . .? In their offices, their laboratories, their stores where vital data is at hand, where important files can be consulted, quickly, easily, efficiently because there's a Fonadek on every desk.



Free your hands for important work—write to Fonadek today for details of this efficient and very reasonably priced telephone amplifier Simply write your name on your business letterheading and mail to us.

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### The shop for HALFORDS N



CHARGERS

Davenset Type J as illustrated, charges 6 or 12 volts



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Raydyot 6in. diamater Prismatic Convex Glass, 6 or 12 volts. Complete with switch, flex and bracket, 52.6 ving Lamp, all black, Bakelite body. Unbreakable fens. 7,-

Raydyot Stop Tail Lamp, win rear mounted on

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Full range of regulation size refl in stock, from 2/-.

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BATTERY ENAMELS, SPRAYERS AND BRUSHES

Halfords stock a full range of Enamels for brushing and spraying, also Sprayers, Brushes, Rust Removers, Rubbingdown Pastes and Papers, Paint Strippers, Leacher and Hood Dressings. Best quality brushing cellulose in your own car colour, 4-pt. tins, 2/11, 4-pt. tins, 5/-,

HUB DISCS

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a mm. Rubber Covered Ignitic Lighting Cable.....per yard Best quality 7 mm. Rubber Co Ignition Cable....per yard Waterproof lacquered 7 mm. tion Cable.....per

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Chameis Leathers from \$6

Chameis Leathers from \$6

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"Nenaste" Polishing Model 13,0

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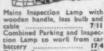
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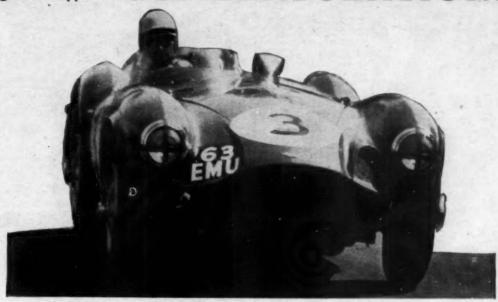
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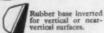
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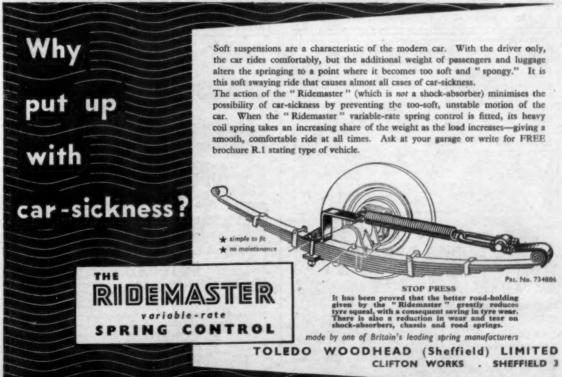
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The Swindon Motor Co. Ltd., 34, Wood Street, Phone: Swindon 2000 TOOTING, S.W.IT

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#### Evidence of Intent

Friday, 9 September 1955

IGNALLING remains a vexed question, and not only in its manual sense. The volume of correspondence which we receive indicates that the winking device is by no means popular, though that does not imply that perfection is to be found in the semaphore arm. Let us put it this way: semaphores are imperfect, but winking indicators have not so far proved a notable advance.

There is only one fundamental drawback to the winking indicator, and that is the time lag in recognition, largely owed to the fact that when a light is switched on at the rear of a car, a following driver must wait for it to start flashing before he knows whether a turn is being signalled or not. This lag is quite serious in terms of right-hand turns across the traffic—the most dangerous of all—carried out on derestricted roads, on which following traffic may be travelling at high speeds. If the light of an indicator, therefore, is other than red, and if the indicator is placed well away from the rear light location, this state of affairs is substantially remedied, and the fact should govern efforts to improve the flashing indicator. There is another fairly serious drawback: the light that is adequate by day is dazzling at night, and some thought should go into methods of preventing this, possibly by a resistance that is switched into the indicator wiring by operation of the side lamp

It is now possible to give an outline specification for a better type of flashing indicator. It should be mounted high up, with a wide arc of visibility; its light should be other than red; it should occult rapidly, and it should be bright by day but non-dazzling at night. Its shape and position should also be considered when the original styling of the car is being undertaken, so that the bilious blisters which are the most efficient form of contemporary winker may cease to arouse repugnance. In the meantime, inventors who wish to make a fortune might well consider other means of turn signalling, for even efficient winkers are far short of perfection.

#### Packaging for Safety

MERICANS have long understood the value of packaging in the successful marketing of goods so that it is, perhaps, natural that they should have been the first to take serious steps in "packaging" the occupants of a car for safe transit. Physical laws are such that, quite bluntly, if a car strikes an obstruction at 30 m.p.h. any loose objects within it tend to be projected forward at almost that speed, and it is obvious that many injuries can be avoided by preventing the involuntary forward movement of passengers and by reducing the projections against which they can be thrown.

Much work has been done by the U.S. industry and its research organizations on this subject, first brought into prominence by aircraft practice, and some of the results are embodied in the new Lincolns, as instanced on page 366 of this issue. None of the measures which have been taken goes beyond common sense and, indeed, the only one that might give rise to apprehension is made an optional fitting on the 1956 models. This is the lap strap, as used in aircraft. In any case, much of its usefulness lies in holding the occupants against centrifugal force on corners; a complete harness embracing the shoulders, as worn by fighter pilots, would be necessary if any attempt were to be made to minimize really high-speed impacts.

The Lincoln precautions are, no doubt, intended mainly to assist in collisions at reasonable speeds, though they will obviously serve a useful purpose throughout the speed range. Moreover, their incidental advantages should not be minimized. Most of us have at times given a head or elbow a shrewd bump on some part of the car's interior fittings and have reflected ruefully that the shape could easily be made a little less capable of inflicting pain. And who has not snagged a jacket on one of the older exterior door handles, thereby having cause to bless the newer press-button types?

### MULTIGRADE OILS: A Further

By L. E. P. WRIGHT, A.M.I.Mech.E., A.F.Inst.P.\*

In the issue of "The Autocar" dated May 6, 1955, was published a summary of the views of Mr. Carl W. Georgi, of the U.S. Quaker State Refining Company, on multigrade oils. These differ in quite a number of respects from those of investigators in this country and in the following article a member of Shell's technical department gives further information about these new lubricants.

T has long been recognized that it is impossible for the average motorist to assess the quality of a new type of lubricant. Many variables enter into its evalution, particularly if it is an engine oil, and any one of these can more than mask differences in efficiency of lubrication. It follows, therefore, that reliance has to be placed on the opinions of those who are able to carry out suitable controlled tests.

Even so, it is often found that authorities differ in their opinions and, in the ultimate, it is left to the motorist to sift the available evidence and then make his own decision. Therefore I propose to compare the views expressed by Mr. Georgi on multigrade oils with those of other investigators both in America and in our own country.

In Mr. Georgi's paper a conclusion is drawn that multigrade oils are unsatisfactory in respect of valve lifter wear unless they contain a relatively high proportion of antiwear additive. The problem is essentially one of design and metallurgy and is primarily related to engines of American manufacture. It is, in fact, now generally realized in the U.S. that additives affording protection against the scuffing of valve tappets usually result in increased tendency towards fatigue pitting of chilled cast iron tappets. These are fitted to the vast majority of engines produced outside the U.S.A. A paper presented by Chrysler Engineering to the SAE in March this year makes this point quite clearly. Solutions to the problem for some engines are unacceptable for others. In general it is being met in America by the adoption of alloy cast irons, which are very much more resistant to both scuffing and pitting, and have also proved to be insensitive to the type of lubricants used.

#### **Figures**

Other work has been carried out in America and reported by Miller and Hartmann of the California Research Corporation. Having described a test on a V-eight high compression engine running for 25 cycles, each of four hours duration, the authors say:

The 10W/30 motor oil was evidenced in this procedure and was found to provide greater protection against valve train wear than a conventional heavy duty lubricant which has had a very successful history of service in all types of engines in the field... wear on the bottom of the lifter with conventional oil was 0.002in, while with the 10W/30 motor oil it was only 0.0005in, or 25 per cent of the wear obtained with the reference oil. Field inspection of a number of engines of various makes confirmed the laboratory test results.

So much for valve lifter wear; what of general wear? There is a good deal of information available on this side of the Atlantic, especially since the introduction of the radioactive tracer technique for measuring piston ring wear.

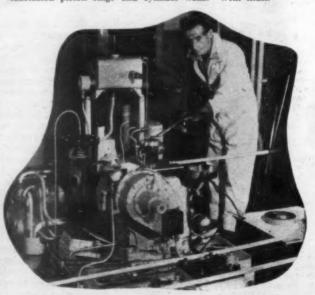
As far back as 1933 the Research Department of the Institution of Automobile Engineers (now the Motor Industry Research Association) showed that the rate of cylinder bore wear in an engine operating under cold running conditions could be as high as eight times that in an engine running under normal operating conditions.

This rapid rate of wear had to be tackled in several ways. One was to provide a corrosion-resistant lubricating oil film

which would protect the highly finished working parts of the engine during periods of standing, and another was to make provision for early circulation of the oil to the cylinder bores and piston rings on starting from cold. The step taken was to use oils of lower viscosity, so that effective oil fling from the big end bearings would start more quickly after the engine had commenced to turn. It was, however, found that there was a limit to the reduction of viscosity that could be made, and it therefore became necessary to introduce additives. Research went on into methods of obtaining oils which, although of the required viscosity at the maximum working temperature of an engine, were nevertheless thinner at the cold-starting temperatures than were normal lubricants. Eventually viscosity index improvers were produced which, when added to an oil, provided greatly improved viscosity temperature characteristics and which remained stable over conditions of use encountered in the most arduous of driving. In these lubricants carefully matched chemical additives are incorporated and tests have shown that the average rate of wear during the first 5 to 10 minutes of engine operation after starting from cold can be reduced to between 1/60th and 1/30th of the rate of wear for normal lubricants over the same period. These tests have been carried out on a single-cylinder test engine, the amount of wear being determined by the degree of radioactivity transmitted to the lubricating oil by the particles worn from a radioactive piston ring.

Road tests which have been carried out have confirmed the excellent condition of engines dismantled after prolonged driving on multigrade oils, although it should be borne in mind that these excellent anti-wear characteristics are not merely owed to the multigrade properties but also to the efficiency of the additives.

With low viscosity engine oils there is an obvious technical explanation of fuel saving. It is known that when starting from cold the oil film on the cylinder bores is scanty and lubrication under these conditions is insufficient. It follows that, until oil circulation becomes normal, the engine will have to do a considerable amount of extra work in overcoming the friction between the virtually unlubricated piston rings and cylinder walls. With multi-



\*Shell-Mex and B.P., Ltd., Technical Dept.

#### Evaluation

grade oils, oil circulation and fling to the bores commence immediately the engine starts to turn, and thus the amount of fuel which is otherwise wasted in overcoming the excess friction is saved. One of the first effects noticed by a motorist on changing to multigrade oils is that he can return the choke to the normal running position almost immediately on starting. An even bigger factor in fuel economy with multigrade oils is the reduced "drag" in the oil itself. With multigrade oils there is a greatly increased freedom of movement right from the start and thus the fuel previously used in overcoming oil drag is

used to good purpose at the road wheels.

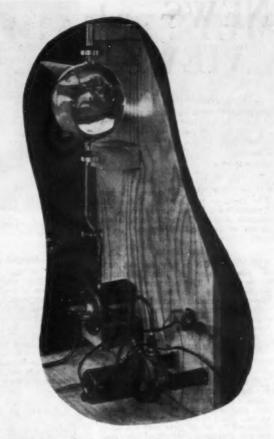
It is thus easy to see that on consistent short-journey operation the saving in fuel can be considerable, and Moore, Kent and Lakin, of the Union Oil Co. of California, in a joint paper read before the SAE, reported a fuel saving of 10.1 per cent on 2-mile journeys with a starting temperature of 50 deg F. With a starting temperature of 50 deg F, equivalent to average British summer conditions, the saving in fuel was 4.6 per cent. These comparisons were made between an SAE 20 conventional oil and an SAE 5W/20 multigrade oil. It is reasonable to expect similar savings between an SAE 30 conventional oil and an SAE 10W/30 multigrade oil. Work carried out by Miller and Hartmann on a passenger car fleet, operating almost exclusively in what is described as "downtown" traffic, showed a fuel saving of approximately 14 per cent when using a 10W/30 multigrade oil compared with an SAE 30 reference oil. Tests carried out on British cars have shown that under sustained high speed driving a saving in fuel equivalent to 3 per cent is experienced, and under consistently short-journey driving fuel consumption can be improved by as much as 12 per cent. Even the 3 per cent saving is sufficient to more than pay for the additional cost of multigrade oils.

Oil consumption is, perhaps, one of the most difficult characteristics of an engine to assess with any degree of accuracy; and comparatively small increases in average speed or length of journey can be reflected in comparatively large increases in oil consumption. There are, however, many motorists who consider that to describe an engine as "using no oil" is to sing its praises. This is a fallacy, for if the lubricating oil is to reach the upper parts of the cylinder bore and do its job efficiently it is

WEAR? Will a multigrade oil slow down the rate of engine wear, particularly in the cylinder bore and its contents? The low viscosity at low temperatures results in a more ready lubrication of the engine, and therefore there should be less likelihood of the metal to metal contacts that result in wear. Moreover, the high viscosity at high temperatures affords a proper protection when the engine is well warmed. There should, therefore, be a slight reduction in the rate of wear within the engine, but, once more, it is necessary to balance the cost of rectifying wear by rebore and renewal against the extra cost of multigrade oils.

Measurement of wear rates has been a slow process for many years, but nowadays the atom has come to the rescue with radioactive isotopes. If a piston ring is rendered radioactive and is then placed in a test engine, as is being done in the picture, then any particles which are warn away from the ring will be radioactive and will be countable by geiger counter. This is, in fact, what happens, the sump oil, which is then tested for radioactivity. The resulting figure indicates the wear rate when compared with other results.

This is called the tracer technique, and complements the radiation technique which is also possible with radio-isotopes. Listen to Dr. Paul C. Aebersold, director of the AEC isotopes Division at Oak Ridge, U.S.A., on the possibilities of these techniques: "World-wide use of radio-isotopes is still in its infancy, but utilization of these isotopes has already crossed the threshold into an era of practical development. What developments will take place in the next 50 years cannot be foreseen. But I am of the opinion that the new medical knowledge to be gained in the next few decades will be more important than all other uses of atomic energy."



M.P.G.? Do the multigrade oils result in fuel saving? A positive answer is difficult because the amounts involved are small and so many factors affect fuel consumption. But so far as controlled tests indicate, there is a small soving owing to the reduced oil drag and choke use. Careful tests, with fuel consumption rigs like the one illustrated, are the only means of determining the saving, and even so it must be balanced against the increased cost of the oil.

inevitable that some of it will become burnt and pass out through the exhaust system.

Multigrade oils are not all of the same viscosity and differ according to the ideas of the particular producer. A considerable amount of work has been carried out in the States by McReynolds, Britton and Quigg of the Phillips Petroleum Co. Their conclusion is that oil consumption is dependent primarily upon oil viscosity measured at 300 deg F, irrespective of whether the oils are multigrade or conventional, and this conclusion confirms the findings of previous investigators. Tests over a considerable mileage and a large number of vehicles in this country show that there is no great difference in the consumption when using a multigrade oil as compared with a conventional oil.

There have been one or two references in the correspondence columns to an immediate rapid increase in the rate of oil consumption when changing to a multigrade oil, it having been found that the rubber "0" rings which seal the clearances between the valve stems and their guides had become swollen or had disintegrated. These, however, seem to be isolated cases as, in Shell's experience, there has been no indication that multigrade oils accelerate the deterioration of synthetic rubber oil seals. It is, of course, possible that the rings had worn and that the seal was being made effective by an accumulation of deposit between the ring and the valve stem. Changing from a non-detergent oil to a detergent multigrade would undoubtedly remove this deposit, thus allowing oil to find its way past.

### NEWS and VIEWS

#### Flying to the T.T.

OVER 100 extra flights are planned by Silver City Airways to cope with the additional traffic to the T.T. race in Northern Ireland. Between September 13 and 20 'planes will be leaving Stran-race every 30 minutes.

#### No Tube: No Trouble

APPLICATIONS for loan of the ne A Dunlop film, "No Tube: No Trouble," which was mentioned in *The Autocar*, August 12, should be addressed to any of their regional depots.

#### New Atom

PRODUCTION is now starting on a new version of the Fairthorpe Atom saloon. The new model will be powered by a 325 c.c. twin-cylinder two-stroke engine giving improved smoothness at the expense of only a slight decrease in fuel consumption. Another refinement on a car of this size is the fitting of a Dyna starter giving an improved starter action.

#### Car Consumption Increase

PURCHASES of care in Canada during May totalled 52,279 units—constituting a new record 13.6 per cent above the previous peak reached a month earlier. Sales of European-made vehicles increased by 20 per cent over the figure for the corresponding period last year, to a total of 3,034 cars; however, this figure forms only a small proportion of the fifty thousand cars purchased in Canada during May.

#### Plastic Lubrication

THE latest introduction of plastics to the motor industry is in the treatment of cable assemblies with Fluon. This plastic has a very low coefficient of friction, and cables lubricated in this way proved to be very satisfactory, giving a smooth movement free from any tendency to stick after prolonged use.

The use of Fluon as a lubricant is still

being investigated, and it has already been successfully applied to many journal and thrust bearings where lubrication has previously proved to be difficult.



IT MIGHT BE thought that this registration number would have been captured by some high (lu) official; but the badge indicates otherwise . . .



A Martin body, in polyester-glass laminate, is here shown fitted to a Ford Popular chassis. A similar body shell will be displayed by Bakelite, Ltd., at the British Exhibition in Copenhagen

#### Round Australia

NEWS of the Redex 10,500 miles reliability trial indicates that the combination of high average speeds and rough roads is taking a heavy toll of cars and drivers. After less than half of the course had been covered 83 of the 182 cars which started had withdrawn. Latest news is that in the lead are two Volks-wagens, followed by a Ford V8 and two Vanguards. Some competitors were driving carefully through the early stages in the hope that the present leaders would be unable to complete the course.

#### Dr. M. G. Baker

CARS were his hobby and delight" aid a relative of Dr. M. G. Baker, of Ashby-de-la-Zouch, Leicestershire, following his recent death in a gallant following his recent death in a gallant attempt to save two workmen overcome by fumes in a well. He was first on the scene after a call for help, and went to their assistance in spite of protests that it was too dangerous. When he called for help the rope round his waist jammed in the ladder; he was eventually extricated by rescue services, but died on the way to Derby Hospital.

Frequently taking part in motor racing.

Frequently taking part in motor racing Dr. Baker owned a pre-war Bentley, and was recently superintending medical was recently superintending medical officer for the Bentley Drivers' Club at

Silverstone.

#### British Cars on Show in Copenhagen

THE forthcoming British Exhibition in the Danish capital, between September 29 and October 16, is being planned on a large and imaginative scale and re-presents an all-out effort to "bring Britain to Scandinavia." Last year the Scandinavian countries absorbed one twentieth of our total exports, amounting to some £276 million, and cars constituted a large proportion of this figure. Most of the larger British motor manufacturers will larger British motor manufacturers will be amongst the 600 exhibitors, those so far announced being Austin, Rolls-Royce and Bentley, Rootes Group, Standard, Rover, Ford and Vauxhall. Bakelite, Ltd., will show a complete car body shell in polyester-glass laminate, as manufactured by Martin Plastics, Ltd.,

of Maidstone Kent, illustrated above.

#### Guide to the Cameraman

OF interest to photographically minded Preders, our associated journal Amateur Photographer will publish a special "Indoor Number" on September 14. Contained in this issue will be illustrations and photogravure giving technical details and prices of all British and foreign photographic equipment. Copies of this enlarged issue, price Is as usual, can be obtained from all newsagents, or direct from Dorset House, Stamford Street, London, S.E.1.

#### PARKING WITHOUT LIGHTS

OARKING of vehicles without lights, or with parking lights only, will be legalized on certain roads in the City of London and Met-ropolitan Police District on and after September 21. Regulations will be made later for roads outside this area.

The concession will apply to cars, goods vehicles of not more than two tons unladen weight; motor cycles and bicycles with or without sidecar; and invalid carriages; but when a trailer is attached or an overhanging load on which an extra light is already re-quired by law the exemption will not

apply.

The parking will be allowed in roads subject to the 30 m.p.h. speed limit so long as the nearside of the car is close to and parallel with the kerb, no part of the vehicle is more than 20 yards from an illuminated street lamp, not within 15 yards of a road junction, and the road is not a bus or trolley bus When the road is an authorized car park or taxi rank, parking without lights will continue to be permitted so long as the Commissioner of Police has authorized it.

Parking with special lamps, or with offside front and rear lamps, will be required on any road subject to the 30 m.p.h. speed limit or less so long as the near side of the vehicle is close to and parallel with the kerb, and no part of it is more than 100 yards from street lamp-lit or unlit-or within 15 yards of a road junction.

### Improved Continentals

HEN the superlative in car body design is approached, improve-ments must be difficult to make. However, Bentley Motors, Ltd., are intro-ducing a new Continental, which is to be a special version of the Bentley "S" series saloon with a lightweight all-metal body. The choice of three different body styles will continue to be available: a sports saloon by H. J. Mulliner, and a sports saloon and drop-head coupé by Park Ward.
All the recent modifications are incor-

porated in the Continental chassis together with detail improvements to suspension and engine, and the fully automatic gear box will be standard equipment on the new models.

Engine power has been increased by the addition of two ports to the previous four-port cylinder head, giving improved breathing. At the same time, body weight

A SPORTS SALOON body by H. J. Mulliner on the Continental chossis



has been reduced providing a very favour-able power-weight ratio. The Park Ward drop-head coupé (body alone) weighs only

Suspension and general handling characteristics are claimed to be considerably superior to those of the original Continen-

tal, so that higher average speeds can be maintained in greater comfort. To cope with higher cruising speeds, the capacity of the brakes has been increased by

Main features of the Bentley's engine are: 6 cylinders of 4,887 c.c., with over-head inlet and side exhaust valves, twin head inlet and side exhaust valves, twin S.U. carburettors, and a compression ratio of 7.25 to 1. Suspension is by independent coil springs (front), and half-elliptic leaf springs at the rear. Hydraulic dampers and an anti-roll bar are fitted front and rear.

Total purchase price of the Mulliner saloon is unchanged, but the Park Ward prices are raised by approximately £150 as follows (the prices of the previous Continental models are given in brackets):

tinental models are given in brackets):

Mulliner saloon £4,960 (£4,960)
Fark Ward saloon £4,775 (£4,670)
Par- Ward coupé £4,775 (£4,670) Total Price £7.028 (£7.028) £6.766 (£6.617) £6.766 (£6.617)

DROP-HEAD COUPÉ Continental by Park Word



#### Westminster Commentary: One-track Mind

T is good to see that the popular press—or at least part of it, The Evening Standard—is taking up the battle cry for better roads. At the risk of the accusation by readers that we have one-track minds, this journal has ground out the plea again and again; but one is preaching to the converted in a motoring journal, for all who use a car have iong been painfully aware of the deficiency. It is only by waking the conscience of the general public that the Government will

officed into action, so let us hope that other daily papers will take up the campaign, and emphatically.

New registrations are leaping: 295,952 in 1953, 387,671 in 1954 . . . southern English roads are bursting at their seams, and at weakende one long stream of 30 and at weekends one long stream of 30 m.p.h. cars—their speed brought down to equal that of the slowest 7 h.p. vehicle because no driver can overtake on the narrow, twisty, supposedly main roads plies between the coast and London. Up north, the percentage of the population who own cars is lower, but even the northern counties cannot congratulate normern commers cannot congratuate themselves, with such a skeleton in the cupboard-as AI below Scotch Corner. In cities traffic flow can be improved by research and improvement. For in-

stance, the average speed in London has increased of recent years, partly because buses have replaced trams. But patching

and mending are no good. Bold steps must be taken by the authorities; motor roads must be built, twin carriageways, bypasses, fly-over junctions, and so on. Work on the existing system is like putting a new sole on to an upper which is falling to pieces; payment for the repair prevents the owner from preserving his capital for new shoes, and in time the old pair wears out completely, leaving him with bare feet.

The necessity to raise motor insurance is yet another pointer to the deplorable congestion.

In times of inflation there is more money about, so that more people can afford cars; yet it is in those well-off periods that roads are overlooked, because there is no necessity to create work for the unemployed.

The proof that we can build roads quickly is in the Ministry of Transport's recent announcement that a strip of twin carriageway had been finished four months ahead of schedule with the help of modern equipment. So the time excuse will not hold water, nor will the plea that so many millions must be spent on modernizing the railways. Rail travel has not for a long time been economic; road transport continues to pay its way, in spite of the millstones tied to its wheels

STUDENT OF POLITICS.

#### Industrial Revolution?

OINCIDENT with the move of the current Roads Campaign Council activity to Birmingham on August 29, the council published a booklet stressing the need for new roads in the South Wales and Birmingham-Bristol district. This is being issued to the public, and it urges them to sign a petition to be presented to Parliament.

#### Left or Right?

SWEDEN, the only Continental country where the rule of the road is "keep left," is to hold a referendum shortly to decide whether it will conform with the general Continental right traffic or keep left as in the United Kingdom.

The well-known Stockholm evening paper Aftonbiadet has just polled 1,000 road-users throughout Sweden and finds a clear majority for keeping left—520 against 395 for right side traffic and 85 who had no opinion one way or the other. Sweden's three most important cities showed very definite left majorities.

The general trend of opinion is that it is too late and that it will be too expensive to change to right-side traffic. However, the Government is to let the public ever, the Government is to let the public decide directly and very shortly a referendum will be held—the first since 1921. If right traffic is decided upon Sweden will make the change at 4 a.m. on Sunday, June 7, 1959. The direct cost of such a change is estimated at 205 million kronor (about £15 millions) which will be early forced by an extra the forced of the state of the sun extra forced by an extra the forced by an extra state force of the sun extra state of the sun will be partly financed by an extra tax of a halfpenny on every litre of petrol and oil. The indirect costs cannot be estimated but will be extremely high and a change would be expected to bring about a sharp initial increase in the number of road accidents.



Capri saloon-1956 version of a Lincoln line. One of the grilles is a carbure tor intake

#### NEW CARS DESCRIBED

are usually fitted on the normal model. The two series are the Capri and Première, the Capri comprising a coupé and a four-door saloon and the Première a coupé, saloon and convertible. On these bodies 17 external colours are available, 35 two-stone finishes and 29 interior colour and trim combinations.

Instruments are grouped in a shallow horizontal panel ahead of the driver, with switches and radio below, and the general interior décor is, to English eyes, carried out in somewhat flashy, yet good, taste. Notable are the safety features which are described in more detail on page 366 of this issue.

### New V-eight Engine for 1956 Lincolns

IVE models in two series comprise the 1956 Lincoln range, Ford's luxury motor car. The cars are claimed to be completely new, and certainly the appearance of the Première coupé is one to surprise the onlooker. This has an outstandingly smart line in spite of its reversion to the overhanging front, a style that made an unsuccessful début many years ago and was quickly discarded. In its latest form it has the virtue of hooding the head lamps so that the upward halation which is troublesome in fog is eliminated.

The back overhang is at the same angle

The back overhang is at the same angle and here, as is now customary, the tail end of the wing formation—the jet-pod as it is called—houses rear lamp and indicators and, in addition, the exhaust tail pipes. While this back and front homogeneity may not be particularly appealing to English eyes there can be no doubt of the logic behind it. The new models are, as is usual in the U.S.A. these days, longer, lower and wider (7in, 2½in, 2in). Overall length is now 18½ft.

#### 285 b.h.p.

Output figures for the new V-eight power unit are almost astronomical, no fewer than 285 b.h.p. being developed on a 9 to 1 compression ratio at 4,600 r.p.m., an increase of 60 b.h.p. over the 1955 version. Maximum torque of 401 lb ft is delivered at 2,800 r.p.m., and this again compares with the 342 lb ft of last year's engine. At 368 cu in (5,030 c.c.) the capacity is 27 cu in (442 c.c.) higher than that of the previous model. It is an oversquare design with a bore of 4in (65.55 mm) and a stroke of 3,66in (59.99 mm). Cylinder block, crankshaft, camshaft, oil pump and ventilating system are all new, as is the 12-volt electrical system.

Mixture is supplied by a four-choke carburettor in which the two reserve chokes are brought into use by the demands of the engine. The air intake is unusual, rudimentary temperature control being employed. Above 68 deg F air for the carburettors comes in through a fresh air intake on the left of the radiator grille but below the critical temperature a thermostatic flap valve closes this inlet so that warmed air from the neighbourhood of the left exhaust manifold enters the carburettor.

All Lincolns are provided with turbodrive automatic transmission which employs a torque converter with an epicyclic gear box. They have a kickdown arrangement whereby full depression of the throttle pedal engages a lower gear for accelerative purposes at all speeds below 70 m.p.h. Optional equipment includes an improved true air conditioning system which delivers 258 cu ft of fresh air every minute but which, owing to its weight, demands larger tyres than

Wheelbase of the new models is 10ft 6in, front track 4ft 10½in and rear track 5ft. The rear axle ratio is 3.07 to 1 on standard versions, but—another indication of the weight of air conditioning—3.31 to 1 on cars fitted with this system. The turning circle is 46.2ft, the overall steering ratio 20.9 to 1.,



Back view, Première coupé. The bumper protrusions house the exhaust outlets, Below: The Première's interior is inviting if a little ostentatious



# JAGUAR MARK VII

and

# XK 140 models for 1956

The Jaguar Mark VII Type "M" which has achieved such marked success since its introduction last year, will be continued in its present form.

# An additional model with AUTOMATIC TRANSMISSION

as supplied exclusively for Export since 1952, is now available for the first time on the home market.

(Transmission by Borg Warner, the most advanced Automatic Transmission in the world)

The famous range of XK140 Models comprising the Open 2-Seater, the Drophead Coupe and the Fixed Head Coupe will be continued and a representative selection of these and the Mark VII will be displayed on our stand No. 154, at the forthcoming Earls Court Motor Show.



# WINS

The Daily Telegraph Race Meeting, Aintree, 3/9/55

#### SPORTS CAR RACE

1,500 c.c. Class

- 1st COLIN CHAPMAN LOTUS M.G. \*
- 2ND C. A. S. BROOKS CONNAUGHT
  - 1,100 c.c. Class
- 1st ROY SALVADORI ...... COOPER-CLIMAX\*
- 2ND JIM RUSSELL COOPER-CLIMAX\*

#### UNLIMITED SPORTS CAR RACE

- - entered by Ecurie Ecosse \* Also using
- 2ND DESMOND TITTERINGTON ......
- 3RD ROY SALVADORI ASTON-MARTIN \*
  - entered by Gilby Engineering Co., Ltd.

#### 2,000 c.c. Class

- 1st N. CUNNINGHAM-REID LISTER-BAISTOL
- 2ND P. SCOTT-RUSSELL LOTUS-BRISTOL\*
- 3RD CLIFF DAVIS LOTUS-BRISTOL\*

Su'iect to official confirmation

ALL USING



exactly the same superò petrol you can buy from your local Esso Dealer

THE FINEST PETROL
IN THE WORLD



#### Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

#### Keeping Up Appearances

LIKED Newsweek's story of the Texas oilman who was reduced to his last well and a lone Cadillac. For one summer he drove around Dallas with all his car windows tightly shut because he was too proud to confess



Hitched to the rail

that his car had not got air conditioning. Texas, of course, is a state—pardon, a State—in which it can be very hot indeed. If you have ever been in the oil town of Houston in the summer you will know what I mean. Houston lies up the Mississippi and from the sea the approach is up Mark Twain's river, just as the old paddle-boats used to do.

just as the old paddle-boats used to do. I was in a saloon in Texas City once which had a steer's horns over the bar and several high-stepping be-spurred customers talking cattle just as if their horses were hitched to the rail outside. Actually most of them had driven up in Chevrolets. The old-time atmosphere was, however, spoiled by the inevitable juke-box, on which the latest record was being played. When it was repeated immediately after the first rendering I could understand it, but at the second repeat I began to find it a bit tedious. Two more dimes went the same way, and by that time yours truly had finished his rum and coke and had fled to other parts of the Lone Star State.

The record was "Deep in the Heart of Texas," and the Texan only too obviously thinks that Texas is The State. Good for him; clap hands...

#### Child Fatalities

A MATTER which cannot be ignored, alas, is the rise in accident figures, and the latest monthly totals—provisional figures for July are 27,180 or 3,700 more than in the same month of 1954—again show an increase, only to be expected with the mounting number of vehicle registrations, now approaching the six million mark. One puzzling aspect is that child fatalities have increased during the first half of this year, which is particularly disappointing because of

the optimistic trend of child casualty rates for a number of previous years.

Why should this be so? Possibly the higher figures are not out of proportion with the increase in traffic volume. The more likely explanation, however, is that children have multiplied so quickly since the war that there are many more of them to be a danger on the road. The immediate post-war wave are now getting old enough to have bicycles, and it is surprising how few parents realize the danger of young cyclists on the present-day roads. I think that they should be accompanied by adults at least up to the age of 15, or not allowed out on to public roads at all. The younger children have little idea of danger or responsibility.

#### Et Paris

FROM the silent city of Paris, where drivers have been forbidden to sound the horn for over a year now, comes brighter news, for accidents show a definite decrease. Perhaps the Parisian car driver is finding it necessary to go more circumspectly now that he has been sent to Coventry!

#### Under or Over?

WHILE the Channel air ferries are daily drawing more and more motorists away from the sea routes, the Channel tunnel project drags on, abortively. It will no doubt do so until the need for it has disappeared and the water is bridged by lines of freighter aircraft, taking the foreigngoing motorist to the Continent. Four shareholders, apart from the chairman, turned up at the recent meeting of the limited company formed many years ago, in the last century in fact, to build the tunnel. They heard once again that the project was not economic, and with the chairman's opinion (that the scheme would be realized) in their minds the shareholders went home with their optimism bolstered until next year. Let us hope that they do not live on a ferry route.

#### Shot in the Dark

HEADING the list in the Department of Bright Remarks is one related to me by a young motorist. After the theatre her sister got into the driving seat, switched on, and settled herself down to take the car-load home. Reversing in the darkness out of the car park, she remarked brightly that she always thought you trusted to luck anyway at night, didn't you? There was a horrified silence while the car gor under way.

#### Cakes and Coffee

PERMIT me the childish pleasure of liking to sample local specialities on every possible occasion. We stopped at Banbury the other morning for coffee and were impelled to order a couple of Banbury cakes. And very nice, too; if you haven't tried them, do not be put off by the pastry appearance. They are (or should be) lightly delicious.

#### Willing Horse

THERE are many ways of spending a honeymoon. A card from Pontevedra, on the Atlantic coast of Spain, lies before me: on the one side is an Andalusian dancer, her red and blue silk dress hand-embroidered into the card, and on the other it says: "We left England on Wednesday morning and reached San Sebastian on Thursday, despite a broken rear spring and wheelbearing, both repaired in south-west France." Nothing very remarkable about that, you will say, nor would you be impressed to hear that the couple concerned have by now probably spent a few days in Portugal, and are passing through Madrid on their way to the Mediterranean coast.

The difference between their honeymoon and, perhaps, yours is that their transport is a 1926 Trojan two-stroke, the closest mechanical approach to a mule that man has yet created. It has, you will remember, a chain drive sprocket on one back wheel and a brake drum on the other, so that its leisurely shamble on the steeper upward gradients must be matched by extreme discretion in descent.

One virtue which the Trojan shares with more modern conveyances is an excellent suspension system, for it has cantilevers at each corner, as prescribed by the late Dr. Fred Lanchester.



Propaganda

#### Red Face Dept.

SCENE, Berkhamsted High Street,
Hertfordshire. A road safety
propaganda van arrives on which is a
notice saying, "Accidents Do Not
Happen. They Are Caused."
A wheel comes off the van.



Intrepid autocarists, 15 h.p. Ryknield mounted, competing in the first Tourist Trophy race, held in the Isle of Man in 1905

#### FIFTY YEARS ON

#### MEMORIES OF THE TOURIST TROPHY RECALLED BY S. C. H. DAVIS

FIFTY years ago the first race for the Tourist Trophy—a contraction of Touring Car Trophy—took place in the Isle of Man. No race of today, however famous, can create half the excitement, controversy or argument that arose when the conditions for the event to be held on September 14, 1905, were announced by the Automobile Club of Great Britain and Ireland. Not even the later dispute as to the merits of Gordon Bennett versus Grand Prix could equal it.

For one thing, every manufacturer in the country was interested, though no two would agree as to the right conditions for the event; for another, the younger staff of each firm prayed fervently that their cars would be engaged and would win, eagerly accepting any challenge rival firms' apprentices could issue. Mind you, it seemed a foregone conclusion that Napier of Acton or Daimler of Coventry would carry off the Trophy, the achievements of both in the field of competition being sensational, though different.

But the trouble was that the A.C.G.B. and I. insisted that the race should be run on a fuel consumption of 25 miles to the gallon of 0.695-0.705 spirit, with maximum car weight limit of 1,600 lb and a minimum of 1,200 lb. That was quite another kettle of fish from a straight race in which speed and speed alone counted. Anyhow, the Club was serious, Professor Boys and Mr. Beaumont checking and rechecking possible fuel consumption by all manners and kinds of cars in relation to the mountainous Isle of Man circuit.

It was announced that driver, body, and certain ballast, totalling 950 lb, must be carried, while pessimists gleefully asserted that the inevitable clouds of dust would make overtaking impossibly dangerous, which specialists stoutly denied. Meantime Claude Johnson, Cozens Hardy and John Siddeley coaxed and persuaded to such good purpose that 52 entries at £20 per entry came in by April, to be classified, analysed and arranged in order by that autocrat of autocrats, Julian Orde.

Preparation was hectic. All about Coventry were odd-

looking cars—Daimlers, Deasys, Rovers. The things which happened to carburettors were fantastic, throttles were connected to fuel taps, air controls became intriguing, and drivers very nearly went mad trying to get speed and economy by slipping the gear into neutral, coasting with engine running slowly, then getting back into gear—a process which did many gear boxes much harm.

But the practical answer seemed to be an extra air control hand-operated, though carburettor experts were harried until they wished they had never been born, bends in exhaust pipes glowed white hot, and more than one piston

attached itself permanently to its cylinder.

One thing was certain, the Daimlers would not be ready. They could not get down to the weight and refused to restrict their consumption of fuel while maintaining speed, which was not surprising when you remember that the carburettor designer was said to have been inspired principally by the famous three spires of Coventry when he drew the jet arrangement.

Neither, in point of fact, would the Napier easily conform, and as to Freddie Coleman's steam cars, thrice the allowance would not suffice, despite the volume of heated assistance

rendered by the enraged entrant-driver.

Practice was more hectic still. The circuit was of 52 miles round Quarter Bridge, Ballasalla, Castletown, Ballacraine, Kirkmichael, Ballaugh, Ramsey, and over the mountain road back to Quarter Bridge, with flagged "no passing" areas at Ballasalla, Castletown, Foxdale, Kirkmichael and Ramsey; to remember this was an all-time record headache.

Most people guessed what the corner in front was like and guessed wrong, which put the Isle of Man smiths on overtime. And quite a number of drivers could not manage the fuel consumption, though they watched the big gauges like cats at mouse holes. So it was just as well that the allowance was raised, at the last moment, to a gallon for 22.5 miles.

It was an odd collection of cars that were solemnly pulled by horses to the top of a hill near Quarter Bridge for the start. Single-cylinder, two-cylinder, three-cylinder, four-cylinder engines--all were represented, some flat, most vertical. Many had a fourth, indirect gear of very low ratio.

Thornycrofts had upright cylindrical fuel tanks which lobked like bathroom geysers; Arrol-Johnston, flat two-cylinder engines with two pistons per cylinder; Simms, James and Browne, and Arrol-Johnston had spidery wire

wheels, which was regarded as very daring.

Coleman maintained with violence that his cars could cover the distance on the fuel allowance, which no one else believed possible; a Maudslay driver was sure his car could not. At 9 a.m., with the efficient solemnity of the period, the first car was sent away, the others following each in their turn. But there was none of the excitement, the awe inspiring noise, proper to racing. Instead, the cars went away almost reluctantly, mechanics starting engines at the last monerat, drivers opening throttles gradually—that is, with the exception of Algy Guinness with the Darracq, which departed like a bat out of hell, anything short of all-out being foreign to Algy's nature.

Ensued a long wait with no news but much speculation. On the circuit a car would be driven at a round pace until frantic signs from the mechanic showed that fuel was well below the line marked on the glass gauge as appropriate to the mileage, after which the driver slowed, fretting his soul out with impatience, while the run down the mountain in neutral, or with the clutch out, was "dicing" indeed for the cars, unstable enough at speed, were worse still when the

engine was not pulling.

Eighteen of the forty-two cars which started finished. A Speedwell, the Cadillac and Algy's Darracq did not survive the first lap. Both of Freddie Coleman's White steam cars fell out in the second; an Argyll went into the four ale bar of a public house. Rolls' car had gear trouble; Girling's Napier was the devil to start, tyres collapsed in all directions, a Maudslay ran out of fuel 20 miles from the finish, a James and Browne did similarly only 8 miles out.

The winner, an Arrol-Johnston driven by J. S. Napier, of Arrol-Johnstons, finished with 8.3 pints left, averaging 33.9 m.p.h. Second car, a Rolls-Royce, had 6.8 pints; the Vinot, which was third, a bare 2.6. But the Napier which was tenth was stated after long examination by the officials, and a good deal of sniffing at the fuel tank, to have "a trace only," and the Simms which was 17th, had none. Ensued controversy, vivid and libellous correspondence in the motor papers calling the winning car a "freak," with heated rejoinder—they did not mince their words in those days.

But out of that race came much that was good in the future, for it was painfully obvious to all design departments that, twenty-mile-an-hour limit notwithstanding, cars would have to go faster, which meant they would have to acquire stability, steering that did not need an expert's skill, and brake linings which did not get red hot but were durable.

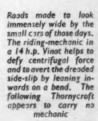


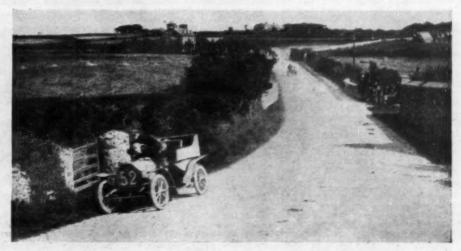
The first event was run to a formula which imposed a fuel con:umption of 22.5 m.p.g., and fuel supplies were metered and rationed by this device

These things simmered, but from the Tourist Trophy race came not so much increased speed or better fuel consumption as safety on the road.

And now that same race in very different form has made British sports cars world famous, has given you and me a car which goes like a scalded cat, corners deliciously, will pull up miraculously and is in every way a pleasure to drive. Maybe development is tending to the equivalent of a Grand Prix racing car, possibly the cars are becoming too expensive, but they are miracles to those of us who remember the machines of 1905.

But, all the same, those entrants and drivers in the first of all the T.T.s were heroes and optimistic heroes at that—Rolls, Cundy, Girling, Tom Thorneycroft, "Cadillae" Bennett, Northey, Hancock, Du Cros, Coleman, Reid, Maudslay, Dennis Arnott, "Algy" Guinness, Rawlinson, Friswell, Baxendale, Lewis, J. S. Napier, Roberts and others; we heard a great deal more of those names later on. May their memory never perish.







Stanley Sears sets off on a 55.49sec trip along the Brighton sea front to capture the Jubilee Cup for his 1905 20 h.p. Rolls-Royce

#### RRIGHTON'S Jubilee Speed Trials

MOTOR CYCLE BREAKS COURSE RECORD

THE first Speed Trials along the Brighton sea front took place be-tween July 19 and 22, 1905, but the tween july 19 and 22, 1907, but hie kilometre course was entered on that occasion from a flying start. Even so, the fastest run by Clifford Earp, driving a 90 h.p. Napier, in 24.2sec (92.88 m.p.h.) was a creditable performance for those data. day? As a guide to standing kilometre speeds in that decade, it is worth recalling that the world record was taken at Black that the world record was taken at black-pool in October, 1906, by Algernon Lee Guinness in his 200 h.p. V-eight Darracq, his time being 32.4sec. For 1955 the Brighton and Hove M.C. had received the record entry of 250, of which 20 were in the motor cycle classes, and to cope with the large number of runs involved,

with the large number of runs involved, the day's proceedings began at 9.30 a.m. Although there were many fine runs and thrilling duels amongst the sports and smaller racing classes, the battle for f.t.d. between the 2- and 4-wheeled champions inevitably became the focal point for the spectators' attention, and then were not to be discapping of the spectators. they were not to be disappointed. On a dry course, Wharton had altogether four tries in the 2-litre E.R.A. to reduce his own course record for cars (23.63), but his

best attempt was 23.99.

Of the 2-wheeled exponents, there was an exciting tussle between the big twin Vincents of George Brown and R. Charlton, the last named defending his last year's record for the course (23.57). Charlton's first run was ruined by a bad start and misfiring, and Brown streaked off the line with almost incredible urge to record a sensational 22.96, which, however, was reduced by the courageous Charlton on his second run to 22.27—an

average speed of 100.45 m.p.h.! These rides also secured the Brighton Team Trophy for the motor cyclists Charlton,

Brown and Williams.
R. R. C. Walker, in a brand-new G.P. Connaught, untethered too many horses on the starting line at his first attempt, and a flag marshal on the land side of the course prepared to leap for safety through a strong wire fence as the Connaught spun towards him. Walker trod more delicately next time, and his best time of 24.17 was bettered only by Wharton. Leslie Marr's Connaught, running without body panels, was only fractionally slower. In the 1,500-2,000 c.c. racing class, P. Hughes' Cooper was a splendid runner-up to Wharton, and John Broad captured third place in this class in his E.R.A., as well as coming second to Rupert Instone's incredible Djinn in the two preceding classes.

The women's match was won by Angela Brown, driving Abecassis' Jaguar-engined H.W.M. (26.8sec), but Mrs. Sar-ginson's effort to defeat her in the beauti-ful Type 51 G.P. Bugatti (in which Varzi won the G.P. de Monaco in 1933) was one of the highlights of the day. Despite a slipping clutch, the old A.C.-engined Semmence Special was coaxed up the course in 31.8sec by Mrs. Fay Tatam-a better time than her husband could achieve. Twenty Bentleys thundered up the sea front in pairs, and Forrest Lycett was a clear 3sec faster in his famous litre than any of his rivals (28.92), but also a second slower than his fastest ever. There was also one silent Bentley, Stanley Sears' modern Continental; despite its recent boring out to 4,850 c.c., it was only fractionally faster than last year (34.6).

In by no means fair comparison, Rob Walker's 300SL coupé Mercedea took 28.40. Eight sports cars carved up Sydney Allard's unlimited-class record, Cyril Wick's time of 25.30 in the Cooper Jaguar taking the largest slice. Stanley Sears' 4-cylinder Rolls-Royce

was sole contender for the Special Jubilee Cup for racing cars up to 1905 A.D., but vintage and veteran enthusiasts were mollified at the sight of Sears, père et fils, mollified at the sight of Sears, père et fils, battling together in the 44-litre G.P. Opel and 3.2-litre T.T. Sunbeam (both of 1914) respectively. The Opel, somewhat surprisingly, proved the faster in 37.13. Another old-stager was Smith's 4-litre ex-Malcolm Campbell V-12 Sunbeam Tiger, which left an ominous pool of oil beneath its rear axle on the starting line and then wars off like a rocket to second and then went off like a rocket to record

One of the more cheerful aspects about these short-distance sprints is that most competitors can afterwards return home relatively contented, having left only the negligible minimum of twisted connecting rods and broken gear boxes behind them.

RESULTS (Standing start kilometre)

RESULTS (Standing start kilometre)

Fracturitien sports aers up is 1,508 c.s.: 1, Portche
1,500 (J. Patten) 3,53 is ce. Preduction sports ears
ever 1,508 c.s.: 1, Aston-Martin 2,922 (P. A. Everard), 26,19; 2, Mercedes 2,996 (R. R. C. Walker),
28,79; 3, Jaguar 3,442 (W. Freed), 30,10. Sports
ears up to 1,168 c.s.: 1, Cooper 1,097 (R. Walker),
28,79; 3, Jaguar 3,442 (W. Freed), 30,10. Sports
ears up to 1,168 c.s.: 1, Cooper 1,097 (R. WaltingGreenwood), 29,55; 2, Eira 1,098 (D. J. Hayles), 31,20.
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1,951 (Sir C. Edwards), 50,25; 5, Frazer-Nash 1971
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dartin 2,922 (P. A. Everard), 26,20 (tie). Bentiey Drivers' Glub class: 1, 7,985 (Forrest Lycett),
28,92; 2, 1992 (R. W. Hogg), 25,09; 3, 26,95
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ers up is 2,586 c.s.: 1, Bugatti 1,591 (A. K.
Haworth), 50,67; 2, M. C. 1,435 (M. Fotter-Moore),
charged sports ears withinited: 1, Jaguara, 3,442
(C. Parker), 28,2; 2. Bugatti 2,500 (J. H. Sarginson),
29,35; 5, Alfa Romeo 2,600 (D. Lewis), 31,60
Wen), 46,00 Raeins ears up to 256 c.s.: 1, Cooper 249 (A.
Owen), 46,00 Raeins ears up to 256 c.s.: 1, Cooper

9.05; 5, Aifa Romeo 2,600 (D. Lewis), 51.60.

Rasing cars up to \$58 e.a.; 1, Cooper 249

oven, 46.00. Rasing cars up to \$58 e.a.; 1, Cooper

100 (1. E. Raby), 29.98; 2, Cooper 497 (C. A.

lay), 30.06; 5, Cooper 500 (J. B. Welton), 30

tacing Cars 501 to 1.100 e.a.; 1, Djinn 1, 1,

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C. R. Instone), 25.74; 2, Cooper 1,098; (J. Bross

6.00; 3, Cooper 1,219 (F. Hughes), 26.28. Ras

ars, 1,501 to 2,500 e.a.; 1, E.R.A. 1,980s (K. Whon), 25.99; 2, Cooper (P. S. Hughes), 25.

E.R.A. 1,485s (J. Broad), 22.30. Rasing et al.

4.17; 2, E.R.A. 1,500 (K. Whon), 24.32; 20

connaught 2,470 (L. Marr) 24.40.



One of several E.R.A.s present was Lord Ebury's 14-litre version, here seen leaving the starting line to record 27.30sec



## ...only one of the gifts of the DAIMLER CONQUEST

To test its remarkable road holding just throw the Conquest into a fast bend and put your foot down. The way it takes you round, even on a wet surface, will astonish you. The absence of roll, the perfect stability, the way it hugs the road, are considerably more impressive than in many a sports car. To find this sort of road holding in a saloon of such comfort and roominess is extremely rare.

The Conquest also gives you very lively acceleration and a high top speed. Preselector fluid transmission makes handling unbelievably easy, and another fine feature is automatic chassis lubrication. Comfort and dignity with dash. The Conquest is a fine-looking car, combining Daimler dignity and comfort with tremendous dash. Both front and rear compartments are spacious and the doors open extremely wide for easy access. Price £1511. 5. 10. including purchase tax.

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The 'Conquest Century' . . . . . £1661. g. 2. incl.

The Coupé . . . . . £1736. 10. 10. incl. The Roadster . . . . £1672. 15. 10. incl.



'Out of pedigree comes pace'

The 100 bhp Century: twin carburettors, bigger brakes, telescopic steering column, rev. counter. From o-60 in 16.3 seconds and over 90 in top.

THE DAIMLER COMPANY LIMITED . RADFORD WORKS . COVENTRY

And now, a
MICHELIN X tyre

AUSTIN-HEALEY 100
AUSTIN A50
M.G. MIDGET TD & TF
M.G. MAGNETTE
TRIUMPH TR2



Three layers of steel cords check lateral distortion and thus stabilize the tread.

The Michelin'X'tyre for fast driving

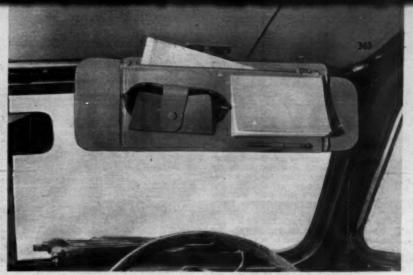
- \* CAR STABILITY & ROAD-HOLDING
- \* STEERING ACCURACY
- \* BRAKING EFFICIENCY
- \* COMFORT
- \* NO TYRE SQUEAL and
- \* TWICE THE MILEAGE!

This new size—155-15 (replacing 5.90-15, 5.60-15 and 5.50-15 on existing wheels)—is an addition to the range of 'X' tyres already available i.e: 5.50-16, 5.75-16, 6.00-16, 6.40-13, 6.50-16, 6.70-16, 155-400, 165-400.

#### Better Dry-charged Batteries

BOTH the motorist and garageman have been helped by the coming into general use of "dry-charged" batteries in recent years. They are batteries hold-ing a charge in store, and capable of work-ing soon after they are filled with electro-

Owing to the action of damp while such batteries are in store, they may discharge a little, and need a topping-up charge. Oldham claim a remedy for this dis-charge. Their new dry-charged Power-Seal versions of Major batteries have plates very thinly coated with a special damp-proof compound, and these are stated to hold a charge indefinitely while



A map pouch, clip for sun glasses, pad and pencil are incorporated in the Visorette

#### ACCESSORIES

#### Tough Cover

CITY motorists know that the damage done to cara garaged in the open may exceed the saving of garage rent. But there are not enough garages to go round, and covers are often used.

and covers are often used.

An attempt to produce a really serviceable cover is being made by the Motomac
Co., Ford Place, South Ockenden, Essex.
It is tailored to individual models, and
was demonstrably easy to fit. The ends
contained wood rods, and when out of
use the cover was a compact roll. Srowuse the cover was a compact roll. Stow-ing was as easy. There are four groups of ventilation holes for the escape of

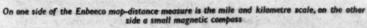
#### Where You Go

NEW version of the Enbeeco map-A distance recorder (or opisometer) has been introduced. It has a small knurled wheel with which a map route is followed; gearing connects with a pointer which moves round a dial calibrated for both miles and kilometres.

The back, formerly plain, now contains a simple compass with an undamped, uncompensated needle. This may be inadequate for a Sahara crossing, but it is amply good enough for help in map journeys. The handle has become a neat little neon-lamp plug tester. Costing 15s, the device is slim, well made and well finished and plated. It is a useful and attractive gadget to a motorist.

Newbold and Bulford, Ltd., Enbeeco

House, Roger Street, Grays Inn Road, London, W.C.1, are the vendors.



on the shelf in the stores. The coating is

on the shelf in the stores. The coating is not acid-resisting, and is at once lost when the battery is filled with electrolyte.

The new battery was demonstrated to The Autocar recently. A workman built one, bringing together his moisture-proofed plates and the synthetic Fibrak separators (which do not deteriorate as older ones used to do), and melting on the posts. When the complete battery was in its very tough case, it was filled with electrolyte, and half an hour after that, without any charging, vigorously operated the starter of a car.

the starter of a car.

The makers are Oldham and Son, Ltd.,
Denton, Manchester.



trapped damp, and foam rubber bars hold the material from too intimate contact with the roof.

Coating is the extremely tough synthetic rubber called Neoprene, on both sides of the material. On the outside it contains aluminium pigment. The unbleached coarse linen used as a base must be very strong, for it was found impossible to tear an unscamed sample by hand.

Motornee course cost £1.7s per foot of

an unseamed sample by hand.

Motomac covers cost £1 7s per foot of car length, which works out at £15-£20 for small to large-medium models.

#### Visor Pouch

A FLAT brown leather pouch for maps with a Lightning fastener, a clipped pouch for sun glasses and a pencil and pouch for sun glasses and a pencil and pad, are provided by the Visorette. The back has two plated spring clips for attachment to the car's existing sun vizor. The dimensions are Ift by 5½in, and the weight is 80z, which should not be too heavy for the usual mounting. The price is £2, and the makers are Greatrex and Son, Ltd., Leicester Street, Walsall, Staffordshire. Natural leather, and strong, neat stitching give the Visorette a pleasant appearance.

The complete Matamac cover in place over a Ford Consul; the compact roll in which it can be stowed away; and rolling out the cover, before the side pieces are folded down and Zipped







#### IFA and BMW.

VISITOR to Finland is soon struck by the number of East German IFA cars he sees, particularly the F9 model. There is also the F8, a post-size on of the pre-war DKWs. The F9, however, has a steel body with two doors and is driven by a two-stroke, three-cylinder engine. This unit delivers 32 b.h.p. at 3,800 r.p.m. The F9 is front-wheel driven and the engine, gear box and differential are built as one unit. The radiastor is mounted behind the engine, and is also used for heating the interior of the car.

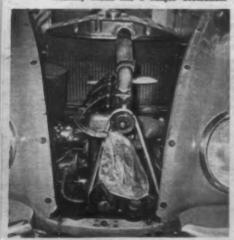
The engine has a bore of 70 mm and



a stroke of 78 mm; volume is 900 c.c. The compression ratio is 6.8 to 1 and the carcompression ratio is 6.8 to 1 and the carburettor is a side-draught IFA BVFH 32/0. The drive is taken through a four-speed gear box, equipped with a free-wheel. A single-plate dry chutch is used. Front suspension is of the transverse leaf spring type, with damping provided by hydraulic shock absorbers. At the rear, been such basen and language in the Cartesia is the control of the carbon such as the control of the carbon such as the carbon such a

a beam-axle layout is used. Steering is rack and pinion.

A run in an IFA F9 is a pleasant ex-perience. The driver sits firmly in a bucket seat with major controls within easy reach. The two-spoked steering wheel is at a comfortable angle, and there are no controls on the column. A windscreen of fairly large dimensions gives an excellent view ahead over the sloping bonnet, which has a simple decoration.



East German IFA F9



Road Impressions and Comments

Sideways the view is restricted by the broad pillars; rearward view is good through a one-piece window. The floor is covered with black rubber mats which appear strong and upholstery is a striped cloth with a hard, smooth surface. Some of the interior colour achemes are not very attractive, but the car I drove was appealing in external medium blue and atriped blue interior. The facia is finished in light brown, the paintwork imitating

The controls operate smoothly and the

Left: Indicator switch and goar lever, IFA. Below: Matching clock and speedometer, visible through the two-spaked steering wheel



car starts at once provided the clutch is not depressed (this is a characteristic of cars fitted with free-wheels, also experienced in the EMW, which has a free-wheel on first and second gears). The gear lever, protruding from the centre of the facia, requires some practice before noiseless and exact changes can be made. The pattern of change can be explained if the gear lever is regarded as a horizontal rod, bent downwards at a right angle. This vertical piece follows the conventional H plus reverse, situated at left and up. The driver pulls the lever out for first and top is therefore obtained by pushing towards the facia, keeping the lever inclined to the right.

When this somewhat unusual technique has been acquired, fast, sure and silent

gear changes can be made, delightfully easy with the help of the free-wheel. The clutch is fairly light; brakes are hydraulic but require a considerable pres-sure, even at low speeds. The handbrake

is powerful.
Steering feels rather "dead" and transmits very little information about the road mits very little information about the road surface. It seems to be tiring on a long journey. A slight oversteer tendency is present and the car, being light, tends to wander on the straight. The steering lock is good and the car can easily be

lock is good and the car can easily be swung in an average street.

Instruments are limited to a large speedometer with odometer, an equally large clock, a water thermometer and a petrol gauge. A steering wheel lock combined with the ignition lock is provided on the column just below the facia. The key is quite easily inserted by daylight but the ignition warning light, situated on the lock, is not very well seen in the day-time.

time.

The two doors have large winding windows and quarter windows, hinged at their leading edges so that they cannot be used as air scoops. The trailing edges open about 2-3 inches. An interior roof light is fitted, with a switch on the facia. The luggage boot is reached from the inside, too, and the external lock is controlled by a small lever fitted in front of the back seat. the back seat,

the back seat.

On starting, the engine fires at once and settles down to a pleasant if subdued two-stroke splutter. The three cylinders have popularized the two-stroke design and at the higher speeds, particularly in third and top, the engine note is very like that of a four-stroke engine and, apart from the blue smoke from the exhaust, there is not much to betray the two-stroke principle. On the open road, a natural cruising gait seems to be around 50 m.p.h.; at speeds in excess of 60 m.p.h. the car is less happy and requires a good deal of attention to keep it on a Finnish dust road, admittedly full of pot holes and corrugations.

road, admittedly full of pot hotes and corrugations.

Owners of the IFA F9 reckon on a normal consumption of fuel (mixed with oil in the proportions 1 to 25) of about 9 litres per 100 km or roughly 30 m.p.g. in varied driving in and around town. About the older types of the F9 complaints were heavy. Examples were known to have cracked cylinder heads, broken pistons and sheared crankshafts. Un-

Three-cylinder two-stroke engine. A plastic cover protects the Ignition from water

doubtedly, many of these major breakdowns were teething troubles and the latest F9 has been more reliable. There remain, however, still causes for con

remain, however, still causes for com-plaint: one smag about two-stroke engines is felt by F9 owners—plug fouling. In a country where parts and spares are short, like Finland, it can be a difficulty.

A point of interest is the plastic bag fitted over the ignition and coil: this is now fitted by the agent to avoid com-plaints about soaked ignition systems, as the electrical equipment is in front of the engine, just behind the grille. The fan helt in the F9 is of poor quality and breaks engine, just beamd the grille. The fan belt in the F9 is of poor quality and breaks easily: most of the rubber items on these East German cars are of a standard not comparable with those on the Western made cars. Tyres are short-lived and have not good tread patterns.

A minor point is that the switch of the indicators is so awkwardly situated that the driver's fingers become oily because he is touching the gear lever at the same time and the lever has to be kept well

time and the lever has to be kept welllubricated to operate satisfactorily.

The finish of the IFA F9 is quite good
and compares very well with other East
German made cars. The engine pulls
well and the body feels taut. The controls
are perhaps lacking some refinement but
still do their job. Road manners are
acceptable and the free-wheel, which can
be locked out of action, eases driving. A
small point of interest is the curious smell,
not like that of new Western cars, which
is said to come from some odd undercoating material used. Selling at the rough
equivalent of about £350, the IFA F9 is
good value for money. good value for money.



Two Solex downdraught carburettors supply mixture for the EMW

#### E. German Sports Car-EMW 340-2



Ancestry of the EMW is evident from any angle

HE EMW comes from Eisen-THE EMW comes from Eisenacher Motorenwerke, the old BMW works, now in the Eastern Zone of Germany. During the last few years, EMW cars have been exported in a fair number to Finland; they are also seen in Sweden, Denmark and Norway. Finland, being short of Western currencies, has imported the EMW (or BWM as they were called a few years ago) during the last five or six years. At present, only the sports model can be obtained in Finland—the four-door saloon is said to be out of production. The current range consists of production. The current range consists of

production. The current range consists on a drop head and a hard-top, both bodies mounted on the same chassis.

The 340 has a conventional chassis, fitted with a six-cylinder 1,971 c.c. engine, 2750 prine, 2750 giving a moderate 55 b.h.p. at 3,750 r.p.m.
The valve gear is overhead with push rods and the compression ratio is low—6.1 to 1.
Carburation is by two Solex or IFA down-Carburation is by two Solex or IFA down-draught carburettors. The electrical system is 6-wolt. From the engine, the drive is taken through a single-plate dry clutch to a four-speed gear box with free-wheel on first and second gears. On the sports models, a conventional gear lever is employed; in the saloon the gear lever was on the column.

Suspension is independent at front, the wheels being supported by a transverse

spring and hydraulic shock absorbers. The steering is rack and pinion. Rear suspen-sion is by half-elliptic springs. A built-in

chassis greasing system is standard.

Internal equipment includes, in the drop-head model, two large bucket seats and two occasional seats at the rear. The and two occasional seats at the rear. The heavy top does not disappear fully, but when lowered it makes a pleasant-looking car. The facia contains a squarish speedometer, flanked by petrol gauge, oil pressure, water temperature indicator and an unusual fitment—an oil thermometer. On the lid of the glove box is a winding clock. The divided windscreen can be opened. A combined steering wheel and ignition lock is provided, fitted to the column just below the facia.

A run in the EMW 340-2 reveals that

A run in the EMW 340-2 reveals that this is not quite a sports car in the mod this is not quite a sports car in the modern style. The engine pulls rather sluggishly and the roadholding is not impressive. Moreover, as soon as the engine starts, it is evident that the twin Solex carburettors have no silencing. At higher speeds, the roar turns into a high-pitched whine which is not perticularly pleasant. The steering is heavy at low speeds and too many road shocks are transmitted through the thick-rimmed steering wheel. The the thick-rimmed steering wheel. The clutch is heavy but smooth; the gear lever is very springy, so that its movements are

badly defined. The brakes are on the heavy side and require considerable pressure, but then stop the car in a straight line.

The driver has a fair view through the low, divided windscreen, but pillars are thick and the bonnet fairly long. The bucket seats are comfortable and adjust easily. The steering wheel has four spokes and the arm of the indicator switch is ounted on the column; indicators are not

self-cancelling.

Starting the car is something of a problem for a stranger. The ignition key goes into the lock after some trouble but the ignition warning light can hardly be seen. Then starts a search for the start-ing button which eventually is found under and behind the centre section of the facia-The engine will not start when the clutch is depressed, probably owing to the free-wheel. Once started, however, it responds well to the accelerator.

The EMW is supposed to come fully equipped to Finland but the importers have often found them incomplete, so that they have established a strip-down system to check what is missing, not tightened up or over-tightened. At times the brake linings are loose; sometimes the return springs in the drums are too weak. Frequently there is no grease in the sus-pension and very often items of equipment are missing such as petrol tank locks, cigarette lighters and so on.

The sports car is essentially a pre-war design and compares, therefore, badly with modern counterparts. The finish is with modern counterparts. The finish is poor, the doors are difficult to open and close, and the engine could easily be tuned to give better performance. At present, a top speed of 125 k.p.h. (80 m.p.h.) is quoted: petrol consumption works out around 25 to 28 m.p.g.

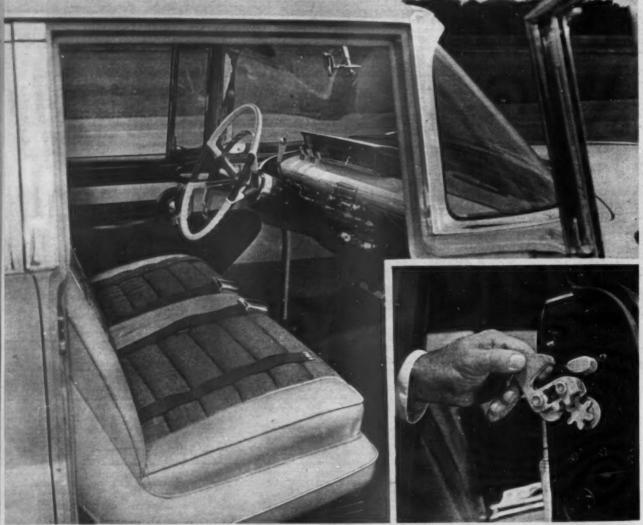
FRED VON TOBIESEN.



All controls face the driver on the EMW and here again its BMW origin is evident

#### SAFETY COMES TO TOWN





P to now the motorist has not worried much about the protection which cars afford to their occupants, although road safety is in everybody's thoughts. However, air travel has secustomed the public to the idea that safety precautions are worth while, and the American Medical Association published its views on what was needed with cars a year or two

Since then, various bodies and manufacturers have carried out experiments—Motor Vehicle Research in the U.S.A., the Road Research Laboratory in this country, and notably the Ford company

Research in the U.S.A., the Road Research Laboratory in this country, and notably the Ford company of America, which has acrificed cars to study crash effects over the past four years.

Now the new Lincoln (described on page 358) embodies results of the findings, the most notable of which is a shock-absorbing steering wheel, which permits three and a half inches of travel before the solid steering column is met. There are safety belts, too, euphemistically called lap straps in some aircraft, and the oddly shaped door locks withstand three times the impact that normal types resist; it has been found that occupants who remain in the car are less likely to be injured than those who are thrown out. There is a texture finished vinyl covering for the instrument panel, in order to minimize reflections, and a vinyl backing for the rear view mirror reduces the chances of splinters from leaving the floor in a societies. seat itself from leaving the floor in an accident.

All these fittings are standard on the 1956 Lincolns except the seat belts, these being an optional extra.

#### Very much a drivers car

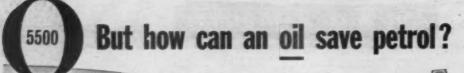
Built for the man who knows a fine car when he drives one, the Alvis TC21/100 takes to the road with a power of performance not often matched, seldom surpassed.

#### Very much an owners car

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Ordinary engine oils are thick and sluggish at low temperatures and do not flow freely until they become thoroughly warmed up some minutes after starting from cold. Much of the power released by the petrol is wasted in pumping the thick oil through the bearings and in overcoming fluid friction. Wasted power means wasted petrol.

Duckham's Q5500, the first IO W/30 oil flows freely at all temperatures. Fluid friction is low, less power is used and petrol is saved. With Q5500 starting is easier, there is less to use of the choke and here again more petrol is saved.

Petrol saving is only one of the reasons why you should use Duckham's Q5500 Super Lubricant. Other reasons arising from its remarkable fluidity and outstanding lubricating properties, are:—



Less cylinder wear Longer battery life

More power development More miles between decokes

Easier starting A cleaner engine

One oil—summer and winter

Give your engine perfect lubrication. Ask at your local garage for Q5500.

Write for descriptive literature

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## William Rufus— and all that

A Tour of the New Forest Recalls Long-forgotten History

By SHIRLEY CARPENTER

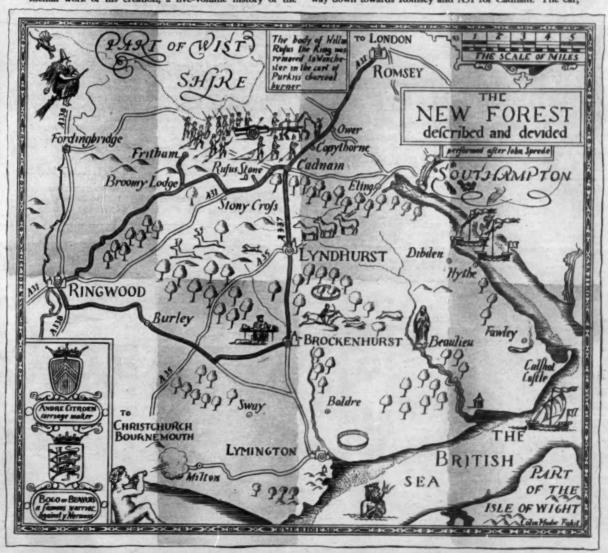
E was hunting in the New Forest when an arrow glanced off a tree and killed him," said a colleague when we were discussing a tour of the Lyndhurst area, but my memory did not stretch farther than that. History lessons, not regarded as the most interesting things in life when one is but a yard or so high, had long ago faded into the rosy haze of childhood, together with mock circuses rigged up with the aid of deck-chairs upside down, and sheets thrown over the clothes line for make-believe Indian wigwams.

In a forgotten corner of the library were two dusty brown volumes labelled *The Reign of William Rufus*, dated 1882 and with a page not yet cut. The author, Edward A. Freeman, assumes cognizance of the reader with another monumental work of his creation, a five-volume history of the



Norman Conquest, various sections of which are referred to in footnotes to the Rufus history pages. Also in the footnotes, and in a worthy appendix, are quotations from the source of knowledge, sometimes in old English or French; often in Latin. All good, fascinating (but unintelligible, I regret to say) material, the 1,356 pages giving one a hearty respect for the Victorian industry of its author, who relates the story with relish, bless him, in the way that a good rollicking tale should be told.

So it was with such phrases as "perished like a beast among the beasts," "like a savage boar pierced through by the hunting-spear," "Men said that it (the tower under which he was buried) fell because so foul a corpse lay beneath it" thundering round our heads, that we made our way down towards Romsey and A31 for Cadnam. The car,







very appropriately, was a French one, but not Norman French—we couldn't go as far as that; anyway, the Citroen Big Six served us well for comfort and ease of progress. There was plenty of room for four passengers, as well as cameras, maps and William Rufus (in two volumes); we applauded the open roof which let the sunshine stream in this hot Lammas-tide (Lammas is the feast of the first of August). The date is important, for it was on Thursday the second day of August in the year 1100 that "The arrow . . . set England free" from the oppression of a scornful, proud and godless king.

We were just 855 years later, but anyone who had been used to hunting in these lonely places in the time of William the Conqueror—who ordered the afforestation of the New Forest in 1079—would find it difficult to reconcile that wild uninhabited land of stag and boar with the present soft grass receptacle for camper, coach party, motor-cyclist, caravanner and private car. A modern invader occupied the shade of every tree as we turned southwards from Cadnam on A337.

I had wanted to picnic at Brockenhurst, where the Red King was supposedly based and where, on that August 2, he feasted and drank energetically to try to drug his troubled thoughts before going out to hunt. My companions, how-ever, did not like this idea, feeling that to re-live so realistically the sequence of events might invite retribution by some hostile forces of fate, so the Citroen joined the other picnicking hordes quite soon. Banks of fresh green bracken isolated us temporarily from our brothers, and its sweet-sour smell acted like a tonic on our thoughts and appetites. How nice it is sometimes to move over into a sunlit dreamworld of one's own making.

The first proof that you are in the New Forest area is in the shiny yellow signs which appear at the side of the road with a pony silhouette in black on them, and the words "Watch for Animals." The first of these had been put up by the A.A. only a day or two previously, but none of the ponies we saw looked as frisky as the one depicted; they seemed listless, rather, in the heat, and were clinging pathetically to the cooler shade, swishing their undocked tails in a desperate battle against the flies.

They had strung themselves through the little town of Lyndhurst: fully grown ones and foals, taking advantage of every wall and overhanging tree. We stopped to take a photograph of a piebald example, but immediately I got out of the car three animals came up with inquisitive noses to carry out a close inspection of the camera. I wanted to give them something to eat, but was told that feeding them attracted the ponies to the roads and so brought them into traffic danger. It is a case of being cruel to be kind; later we saw a warning note which said that 93 had been killed

Back to Domesday; no longer harassed by the hunter





A French invader rests awhile, 'neath English oaks and midst the Lammas bracken

in 1954. The last I saw of my piebald one was through the back window of the car, when he was miserably trying to blink an antipathetic fly out of his eye.

It is a pretty road (A337) through dense forest punctuated occasionally by clearings. At Brockenhurst we struck off to the right on a minor road and went through a ford which, I think, could have been avoided, but it didn't matter, as the water in this dry summer was no more than a trickle, although the marker went up to 3½ft. Almost immediately afterwards, the road to Burley, Ringwood and Bournemouth turned off to the left, leading across more open heathy country, supporting immense oak and beech trees, Scots pines and birches. The dazzling patches of ragwort would alienate the most good-tempered of farmers, but it is a land to delight the forestry student rather than the agriculturist.

We crossed the busy Bournemouth road and continued through the undulating country. A modern mounted cow girl was rounding up a large herd amongst the mauve bell-heather, and, at Burley, cricket on the green had attracted a number of cars which reflected the heat and made the minute specks of air dance above them. There were witches brooms (or besoms, a derogatory term sometimes applied to a witch-like woman) and a tall wooden look-out tower where watch is kept for the dreaded fires which can sweep

over country such as this in a flash of flame and smoke before the wind.

The towns in the forest are neither pretty nor ugly, which is not surprising when one remembers that its history revolves chiefly round hunting. At Ringwood, the name of Duck Island Lane caught the eye; we lost our way, and turned back to find A338, taking a lane to the right just out of the town signposted to Rockford. Reaching some cross roads, we had a round-car conference about the next move, finally voting in favour of an "unsuitable for heavies" way straight ahead. A purple hill slope and thatched roofs seen across country beckoned in this direction, but we lost these in the burrow of a narrow road, very pretty, where the bracken softly brushed the car on either side. It was necessary to toot on the corners, but after all, what is a French horn for but to be played?

Two little boys, their backs burnt brown in the sun, looked up curiously from the stream as we passed another ford; this one had subsided to leave a dry road. Then we took to the hills, in the neighbourhood of Broomy Walk, delighting in a bumpy track which gave views of wooded slopes; many motorists would think twice before taking their cherished cars over it. The breeze brought with it a scent which was sometimes bracken and sometimes heather, with

#### William Rufus-

and all that

a hint of pine from the lonely firs dotted across the open common-land. We sniffed contentedly.

The orphan track dropped steeply to a road which showed by its tarmac surface that it had been "adopted" by the council; it had many foster-parents in the shape of parked cars with their doors and luggage lockers gaping as though their mouths had dropped open in sleep. The passengers, their mouths had dropped open in sleep. The many of them, played ball or cricket on the grass

For some time now the driver had been sure that that was Stoney Cross airfield in front. With eyes glued to the map, I had just firmly denied that we were anywhere near it, when we turned left just beyond a signpost pointing to Broomy Lodge itself. As in no time the car was running along a spacious disused runway, the navigator thought that silence was the better part of valour!

The next step was a loop up towards Fritham and Eyeworth Walk, which turned out to be very pretty but not really a motor road. We didn't see anything of the gunpowder factory supposed to be round here—a pity, but not unexpected. Charcoal is one of the ingredients of gunpowder, which possibly explains its manufacture in a forest. One tale tells how the body of William Rufus, after he fell, was taken to Winchester on the cart of a charcoalburner called Purkis.

The story of the king, momentarily forgotten, came crowding in, for we were now near the place where he died. All that is known for certain is that William was "in hunting from his own men with an arrow offshot," and our historian goes on to relate the many legends and tales which surround that event.

Dreams and portents, prophecies and a reported quarrel precede the final act: visions of the monks, believed to be a warning against the evil ways of the king; and a dream of the king himself, horrible to read, in which he finds himself in a church, trying to eat the body of a man upon the altar. "A cannibal desire came on him; he ate, or strove to eat, of the body that lay before him. His victim endured for a while in patience; then his face, hitherto goodly and gentle as of an angle, became stern beyond words, and he spoke "Is it not enough that thou hast thus far grieved me with so many wrongs? Wilt thou gnaw my very flesh and bones?" Other versions ascribe the dream to a monk, but give equally disturbed slumbers to the king on the night of August 1.

All of these fearful warnings, if the chroniclers are to be believed, result in a state of no small unease for William, who begins to fear hunting the next day.

On the morning of his death, he quarrels with Walter Tirel-the lord of Poix-who, in the more popular accounts, discharged the arrow which killed the Red King. Some-times the spelling is Tyrell; the name points "perhaps to his skill in drawing the bow" (presumably tirer, to pull).

However, after dinner on August 2, the king and his party set off into the forest. They take with them, by one account, six new "catapults, arrows, it would seem, designed, not for the long bow, but for the more deadly arbalest or cross bow. The King... kept four for himself, and gave two to Walter Tirel. 'Tis right,' he said, 'that the sharpest arrows should be given to him who knows how to deal deadly strokes with them.' The parties scatter to different points, the king and Walter Tirel keeping together, possibly with a few companions. The sun was sinking towards the west when an arrow struck the king: he fell. towards the west when an arrow struck the King; he fell, and his reign and life were ended."

Another tale tells how Rufus, alone with an unnamed comrade, calls on him to shoot and "the devil guides the barbed arrow so that it glances from a bough, and pierces the King to the heart." Or, if you prefer a stronger mix-ture, you can imagine William calling to Walter Tirel, "Shoot, in the devil's name; shoot, or it will be the worse for you." All good bedtime story stuff.

One version suggests treason, but does not indict anybody; but mostly they agree in naming Walter Tirel, although ascribing the act to "chance-medley." Walter seems to have fled afterwards, but it would have been prudent for him to do so anyway. Later, he denied having had a share in the king's death.

There would have been many reasons for a plot to murder the proud, oppressive Rufus, son of the little-loved Norman Conqueror—by his friends or by his subjects, suffering from the "lusts and robberies and other evil deeds of the Vinc lusts and robberies and other evil deeds of the King and his followers." Suspicion could rest, too, on his brother, Count Henry, to fill the throne after him, who was also out hunting in the forest that Lammas-tide. We shall never know the truth.

But that was centuries ago. Now, the memorial stands not far north of A31 at Stoney Cross, and we reached it as the big trees were spreading out their hands to the warmth of the evening sun. Coaches, cars and people lined the forest at the edge of the road, and not many arrow lengths away is a litter basket, and a notice saying -The original stone was so defaced by the inscrip-50 yards. tions of horrible little boys (and girls and grown-ups, no doubt) that it was given a more durable iron cover in 1841. Writing on its three sides tells you the story of the Red King's death, as it is popularly accepted. The Rufus Stone reputedly stands on the site of the oak tree which deflected Waiter Tyrell's arrow.

We left the car and strolled in among the giant trees. One hundred yards from the road, and we were alone in the bright, green tunnels and glades of the forest. In spite of the drought, the turf was soft, and in it horses' hooves had left their impression. It was easier here to imagine the savageness of the hunt, the fear of the hunted, and to think of les sangliers pushing through the trees. Does this French word for the wild boar have any connection with sang. meaning blood?





A low-pressure car tyre with a deeply defined tread-pattern of bold circumferential ribs and angled blocks, giving an "all-directions" road grip of great tenacity. A tyre in which flexibility and toughness are combined to provide superb riding comfort . . . safe, sure road-holding in all conditions of weather and surface and a resistance to wear that is truly amazing. When you renew . . . fit Pirelli. No other tyre gives such a satisfactory return in long service and trouble-free mileage.

P.25

SPECIALLY FAMOUS FOR ROAD HOLDING



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Tobacco at its best. Player's Medium Navy Cut is once again supplied in the familiar pocket tin, vacuum sealed, which means that absolute freshness is retained and enjoyment assured whenever you buy it.



#### PLAYER'S MEDIUM

NAVY CUT TOBACCO

'The choice for a lifetime'

THE AUTOCAR, 9 SEPTEMBER 1955

The windscreen pillars are well raked and as the windscreen is remarkably free from distortion in its curves the visibility is od. The front bumpers are ep and the rear window wrops und well. Chromium plating is used freely

## *Hutocar*





No. 1573

OLDSMOBILE SUPER

TUDY of a car representative of current trends in American design has been provided by a road test of the Oldsmobile Super 88. The opportunity was particularly welcome now that Detroit is so power-conscious and since the major companies began to return to the V-eight engine and achieve power without unacceptable

engine length.
The Oldsmobile Rocket V-eight engine has a capacity of 5,318 c.c. and develops 202 b.h.p. at 4,000 r.p.m. The compression ratio is high by British standards at 8.5 to 1, though other American engines have comparable ratios. This engine also provided the power assistance for the steering and the brakes on the car tested. Power steering has been adopted as standard equipment or as an optional extra on many American cars, which is readily understood when it is realized that the Oldsmobile, for example, has more than a ton of weight on the front wheels alone. The Oldsmobile is not, however, equipped with hydraulic operation of windows or seats, often given power assistance nowadays. Absence will probably not be mourned by the majority of buyers, as such equipment can be a source of trouble. The important modern American aids to driving were fitted, including General Motors' Hydra-Matic trans-

First impressions were gained a few yards from London's Piccadilly Circus, where the driver was confronted with immense width, left-hand drive and low-geared steering in the middle of interweaving close-quarter traffic. In these conditions the initial impression was bound to be bad, only the automatic transmission and general comfort easing the driving strain. These reactions were expected, however, and the car was therefore guided to the open road before

resentment was permitted to take root.

With an overall width of nearly 6ft 6in the Oldsmobile is a car built for drivers who enjoy wide, sparsely populated roads. The three-lane, single-carriageway roads that are among the best to be found in any quantity in Great Britain become largely two-lane to the driver of such a wide car, and the narrower roads, even most of the "Great" North Road, prompt the driver to exercise a caution that reduces speed considerably not only because of lack of road width, but also because oncoming drivers tend to realize unpleasantly near the last moment that the car is so wide.

But the overall width of the Oldsmobile is translated into truly sumptuous accommodation. Very little is wasted. To bring home the near-5ft width of the front seat it is worth recording that it is not possible for the driver of average height to reach across and wind up the passenger side window.

Modern woven material is used for the upholstery, and this suits the car well, in addition to being commendably



Part of the grille decoration consists of on unusual application of the maker's name, and the emblem is a reminder of the car's successes in the Pan-American road race



Most families would be satisfied with the size of the luggage locker! The lid is counterbalanced for easy manipulation

functional in length of life. The car seats six people in absolute comfort; in fact, there is little doubt that eight could be carried in the comfort provided for six in most European family cars. The far side of the car is so far away from the solo driver that a single passenger can loll at the other side of the "room," and at a distance demanding raised voices, despite the particularly low level of wind noise.

Once the open road is reached the performance can be better appreciated. This appreciation is closely linked with the Hydra-Matic transmission which, in the form used on this car, is excellent. The take-off from a standing start is really impressive, belonging to the realms of high-per-formance sports cars. With the foot flat on the throttle pedal the transmission holds first gear up to 20 m.p.h., second up to 35 m.p.h., and third up to 70 m.p.h. These speeds are less if only part throttle is used when the selector lever is in the "Dr" position. Alternative positions increase the driver's control in certain circumstances. With the steering column lever in the "S" position third gear is held

until 70 m.p.h. is reached, and is re-engaged whenever the speed is reduced to this figure. In the "Lo" position the engine will not change up from second, but will hold this gear up to 40 m.p.h. This is intended primarily for the negotiation of steep descents.

The "S" position appears at first glance to offer little that cannot be provided by suitable use of "Dr." However, a flick of the lever from "Dr" to "S" when cruising below 70 m.p.h. will engage third gear instantly without the need for sudden depression of the throttle pedal and its attendant wastage of fuel. Only rarely is there any jerk, whether gear changes are made suddenly at the behest of the driver, or automatically. In normal driving it is doubtful whether a non-motoring passenger would be conscious of the gear changes

The smooth V-eight engine calls for considerable praise. It has a four-choke carburettor which plays an important part in the responsiveness, and the impressive getaway is aided by the fast automatic change from first to second gears; the car is able to leave most cars from a standing

The extent to which the screen wraps round is emphasized when the door is open. Two pedals and a dip switch are the only controls on the floor.

The speedometer is directly in front of the driver





The angle of the front door window pillars look contradictory to the line of the car, but appears more logical when seen " in the flesh." Wheel are shrouded by full-width hub plates

start. With a maximum speed of over the true 100 m.p.h., cruising speed in this country is limited only by road and country traffic conditions, and by some limitations in handling

In well under 30sec the car will reach 90. Thereafter the build-up of speed continues steadily, although a good deal of road is required if one is venturing beyond the century.

Throughout the speed range the engine remains smooth.

Use of the potential speed of the Oldsmobile is also limited by the brakes. These are power-assisted, and at low speeds work well in response to a very light touch on the pedal. The drums are well shrouded and it is difficult to understand why the manufacturers should fit unslotted hub plates that extend across the full inner diameter of the tyres. In slowing down nearly two tons from high speed the brakes get very hot indeed, and tend to fade unless given time to cool down between hard applications. Thus speed on the road is limited unless it can be maintained without the frequent use of the brakes that is demanded

in this country. The fast descent of anything of the nature of an Alpine pass would require discretion. The power assistance itself is commendable in the absence of time lag between pressure on the pedal and the arrival of the boost.

In congested conditions speed is also somewhat limited by the steering ratio, which provides an interesting sidelight

on U.S. practice.

The Detroit designers have provided a steering ratio that requires five and a half turns of the wheel from lock to lock. The lock is excellent, but so many turns of the wheel are required that the negotiation of even a gentle curve requires considerable movement of the steering wheel. The decision to fit such low-geared steering may be presumed to spring from a desire to give the American motorist what he is used to. Perhaps the U.S. firms may, following the advent of power steering, reduce the number of turns gradually.

The driver will appreciate the light touch required for the wheel. The power steering is certainly effective. It makes it possible to turn the wheels from lock to lock without effort even when the car is stationary—as long as the engine is running, of course. The complication of the steering mechanism does not give rise to fear of any loss of control owing to failure because the power assistance is supplementary to the orthodox mechanical operation.

The suspension is soft, providing a very comfortable ride. There is a certain floating motion that would not please passengers with a tendency to travel sickness, but to all others the comfort is difficult to fault. The driver is not so appreciative of the comfort for he-at least on winding roads—has to make up for its shortcomings in matters of control. The soft "yawing" motion that results from swinging across the road and back to overtake, for example, does not permit the control desirable and frequently opportunities to overtake quickly by using the vast engine power have to be resisted. Tyre noise is also formidable, considerable squeal being produced when a corner is circumnavigated, even quite slowly.

Interior appointments are praiseworthy even though the display of chromium plating cuts across the traditional outlook of the European. There is a good-sized locker for oddments centrally in the facia, and it is lockable. The optionally extra radio is excellent. Offered as "de luxe" "super de luxe," a radio is suspect to one who knows the over-ambitious type of salesman-author, but in fact

An additional belt is used to produce the hydraulic power assistance for the steering, the piping for which can be seen running down to the steering box



#### OLDSMOBILE SUPER 88 . . .

these descriptions are justified. The car tested was fitted with the merely de luxe version, which, although the cheaper set, had a separate speaker at the rear. The rear speaker accentuated the bass more than that at the front, and for best results from the average programme the control in the driving compartment was switched to both speakers. However, front or rear speakers only could be selected by the same switch, and tone control was provided by the same means.

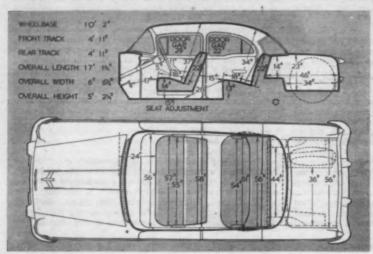
Visibility is good, the windscreen pillars sloping rearward from top to bottom and being joined by a heavily curved screen. The screen is remarkably free from distortions. The rear window wraps round well, but the driving mirror does not take full advantage of the view potentially available. Rearward vision is, none the less, as good as that in most cars, and better than that in many. In the forward edges of the front side windows are swivelling panels that are operated by the type of winder usually used only for the main windows. These ventilators can be swung round to act as air scoops in hot weather.

Additional air is provided by the excellent ventilating system, which incorporates separate controls for the entry of fresh air into either side of the car. Other amenities include a cigarette lighter, courtesy lights illuminating the floor area when a door is opened and ashtrays of really meeful size

The Oldsmobile Super 88 is difficult to summarize. It is unmistakably intended for use on roads that the British or Continental motorist is not likely to see for very many years. On present-day European roads the car's potential performance cannot be used without giving a feeling of insecurity, although it provides great comfort within a spacious interior. Yet on roads suited to such a vehicle it should provide almost ideal transport. And it must also be remembered that the car should ride along "colonial" road conditions of dirt and rippled surfaces almost with deriaion for the treatment to which it was being subjected.

#### OLDSMOBILE SUPER 88

SPEEDOMETER CORRECTION: M.P.H. 10



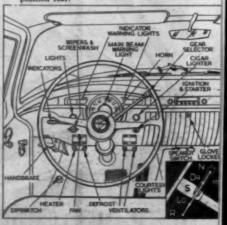
Measurements in these ½ in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

#### PERFORMANCE -

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.	TRACTIVE RESISTANCE: 60 lb per ton at 10 M.P.H.
M.P.H. Dr. Range Lo Range	
10-30 2.6 -	TRACTIVE EFFORT:
20-40 3.8 3.4	Pull (lb per ton) Equivalent Gradient
30-50 5.0 -	Dr. range 610 1 in 3.6
40-60 5.9 -	
50-70 7.5 -	BRAKES:
60-80 9.7 -	Efficiency Pedal Pressure (lb)
From rest through gears to:	87 per cent 75
M.P.H. sec.	72 per cent 50
30 3,9	53 per cent 25
50 8.7	
60 12.1	FUEL CONSUMPTION:
70 16.3	19 m.p.g. overall for 206 miles (14.86 litres
80 21.6	per 100 km).
90 28.7	
Standing quarter mile, 18.3 sec.	Approximate normal range 14-21 m.p.g. (21-14 litres per 100 km).
SPEEDS ON GEARS:	Fuel, first grade.
Gear M.P.H. K.P.H.	a may make green
(normal (normal	WEATHER: Dry, wind slight.
and max.) and max.)	Air temperature 85 deg F.
Top (mean) 100.5 161.7	
(best) 101 162.5	Acceleration figures are the means of several
3rd 70 113	runs in opposite directions.
2nd 35 56	Tractive effort and resistance obtained by
1st 20 51	Tapley meter.

#### PRICE (basic), with 4-door saloon body, £1,755 0s 04. British purchase tax, £724 0s 10d. Total (in Great Britain), £2,479 0s 10d. Extras: Radio £60 (approx.). Heater £48 (approx.). Hydra-Matic Transmission £122 (approx.). (approx.). ENGINE: Capacity: 5,318 c.c. (324 cu in). Number of cylinders: 8. Bore and stroke: 96.01 × 66.2 mm (3.78 × 3in). Valve gear: o.h.v., puahrods. Compression ratio: 8.5 to 1. B.H.P.: 202 at 4,000 r.p.m. (B.H.P. per ton laden 105.3). Torque: 332 lb ft at 2,400 r.p.m. WEIGHT (with 5 gals fuel), 35 cwt (4,018 lb). Weight distribution (per cent): F, 57.1; R. 42 0 Laden as tested: 384 cwt (4,298 lb). Lb per c.c. (laden): 0.8. BRAKES: Type: Two leading shoe, self energising. Method of operation: Hydraulic, power Method of operation: Hydraulic, power assisted. Drum dimensions: F, 11in diameter; 2½in wide. R, 11in diameter; 2in wide. Lining area: Total, 191-7 sq in (99.9 sq in per ton laden). TYRES: 7.60-15in tubeless. 8.00-15 optional. Pressures (th per sq in): F, 24; R, 22 (normal). TANK CAPACITY: 17 Imperial gallons. Oil sump, 12 pints. Cooling system, 41 pints (plus 2 pints if heater is fitted). heater is fitted). TURNING CIRCLE: 42ft (L and R). Steering wheel turns (lock to lock): 5]. DIMENSIONS: Wheelbase: 10ft 2in. Track: F, 4ft 1lin; R, 4ft 10in. Length (overall): 10ft 11in. Height: 5ft. Width: 6ft 5in. ELECTRICAL SYSTEM: 12-volt; 60 ampere-hour battery. Head lights: Double dip; 40-50 watt bulbs. SUSPENSION: Front, 10in coil springs. Rear, semi-elliptic 58×2in. Anti-roll bar position rear.

- DATA-



# Try the two-tankful test

First, fill up with Shell with I.C.A. Do not expect an immoimprovement, but second, fill up with Shell again. This will chance to work on the deposits already in your cylind

## The invitation a million people accepted

put it into our advertisements twenty months ago, when we had just introduced our new additive I.C.A into Shell.

A million people accepted it.

The result? A million people are convinced that Shell with I.C.A is the most completely satisfactory petrol they have ever used.

If you're not one of the million, we give you the invitation again: try the two-tankful test. You will be doing it on Summer Shell, which is now in the pumps. Summer Shell is specially blended to meet the special demands of hot weather and heavy loads — and it contains I.C.A, of course. On your second tankful of it you will notice definitely smoother running and fuller power.



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THE MOST
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YOU CAN BUY



Ask for the new Shell and BP Road Maps (6 miles to the inch) at any Shell and BP garage. Price 1/-,





HERBERT TERRY & SONS LIMITED.

The Daily Telegraph Aintree Trophy

let R. SALVADORI

2nd R. GERARD

MASERATI (Gilbey's)

Time: 36 min. 33 sec. Speed: 83.72 m.p.h.

Time: 36 min, 48 2 sec.

**Unlimited Sports Car Race** 

Ist N. SANDERSON

JAGUAR D (Ecurie Ecosse)

Time: 37 min. 47.4 sec. Speed: 80.97 m.p.h.

2nd D. 3rd R. 3

D. TITTERINGTON

JAGUAR D (Ecurie Ecosse)

Time: 37 min. 50.2 sec. Time: 38 min. 02.2 sec.

500 c.c. Race

★let J. RUSSELL

D. BOSHIER-JONE

COOPER NORTON

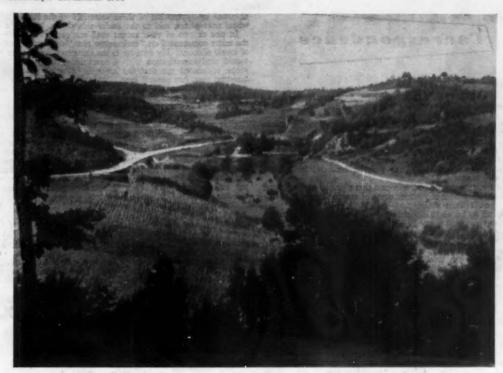
Time: 39 min. Speed: 78.46 m.p.h. Time: 39 min. 11.4 se

#(Fostest lap, J. Russell, 2 min. 14.4 sec. at 80.36 m.p.h. A new Class record )
(Subject to afficial confirmation.)

ALL THE ABOVE CARS FITTED WITH

TERRY'S valve springs
FOR SPEED AND ENDURANCE

Terry's value springs can be obtained from all good agents. They'll put now life into your engine.



YUGOSLAVIA'S MOTORING ROAD referred to in a letter published below

#### Correspondence

Welcome to Zagreb

Truly Wonderful Motoring. I read with interest your note about the Rijeka-Zagreb motoring road (not autostrada!)—The Autocar, July 1, page 5—and I'm agreeing with your Austin-Healey friend that this 185 km long stretch of new road is truly wonderful from the esthetic aspect. But this is surely not the only appeal of this road to the English motorists?

It is nowhere overcrowded and is the bread-and-butter of the motorist that likes fast, and in the same time, sure motoring

without overtaking and signalling.

I'm glad to be able to send you a picture of the scenery your friend describes, and I'll be glad still more if you will accept it with pleasure.

We and our roads welcome you and the English motorists in our country. Please excuse me for my bad English.

Draškovićeva, Zagreb, Yugoslavia.

RAJKO ALDO.

Railways into Roads

Railways into Roads

Not Only Practicable and Desirable, but Economical. In reply to Mr. Woodhouse (The Autocar, August 26), I must again draw his attention to the paper ("Potentialities of the British Railways System as a Reserved Roadway System," by Brigadier T. I. Lloyd, D.S.O., M.C.) referred to in your leader of May 20. He will find all the points he raises dealt with therein.

For example, Mr. Woodhouse cites the difficulties experienced by vehicles on gradients like Shap; but the maximum gradient on the railways is 1 in 37.7 and main-line gradients seldom exceed 1 in 100. With this plan the rebuilding of bridges and the provision of multi-lane dual carriage-ways would not be necessary.

with a high minimum speed, lane changing and other over-taking rules, traffic could safely average over 60 m.p.h. The Sunday afternoon driver would not be catered for, but it is

Opinions expressed on these pages are those of our correspondents, with which The Autocor does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar. Dorset House, Stamford Street, London, S.E.I.

unlikely that such fast straight roads would appeal to him anyway; nor would the motorways be paradise for 100 m.p.h.

I am surprised that to design and build vehicles to take the fullest advantage of operating conditions should be described as wasteful. However, there would be no objection (not forgetting overall dimensions) to many current models on the motorways if they could compete with the new longer, higher-geared ways if they could compete with the new longer, higher-geared vehicles. As far as cost is concerned, do not British Railways plan to replace much of their rolling stock anyway? In this connection it is interesting, to quote Brigadier Lloyd again, that the work done by the railways (with about 1,242,000 transport units) could be done by 10,300 fully laden buses and lorries working an eight-hour day, six days a week.

A larger, more varied fleet would be used in practice, and the suggested fares of \( \frac{1}{2} \) deep repassenger-mile and ld per ton-mile should not be impracticable; at worst they could be substantially increased without exceeding existing charges. This service would also be contributing the current rate of fuel duty to the Treasury instead of enlarging the Transport Commission's red-

Treasury instead of enlarging the Transport Commission's redink balance

Worcester, Worcestershire.

#### Obstructed Vision

Trestles at Silverstone. Frustrated Silverstone spectators must surely support me in deploring the management's tolerance of those who bring portable grandstands and trestles into the enclosures and effectively impede the view of the less fortunate fans behind them.

These contraptions are not permitted at Goodwood, with the result that the racing can be seen by everybody. D. B. WALLIS. London, N.3.

#### Correspondence

#### Decarbonize or Not?

Overhaul at least every 10,000 miles? As a regular reader of The Autocar I was somewhat surprised to read your leading article on the above subject (The Autocar, August 26)

If by decarbonizing you mean the present fashionable opera-tion in which the unfortunate mechanic is given a "price for the job"—resulting in hurried removal of the head, a flick the job"—resulting in hurried removal of the head, a flick round with a feather duster, and replacing, probably with all holding studs at different tensions and complete neglect of accurate tappet adjustment—then I agree; better to leave more or less well alone.

If, on the other hand, you advocate that a proper top overhaul should be delayed until obvious signs of trouble manifest them-

should be delayed until obvious signs of trouble manifest them-selves, then I must disagree.

I will go so far as to say that any engine will benefit from a proper top overhaul every 10,000 miles or less. By this I mean cleaning of ports and valves together with refacing and grind-ing; the removal of carbon from head and pistons is purely coincidental, and not of great importance.

Your contributor would not have experienced burnt exhaust

valves had the engine been even reasonably treated as outlined above, and remember a Riley will stand a lot of abuse compared

with the average engine on the road to-day.

Reading between the lines I feel pretty sure Michael Brown is more than a little ashamed of the way he treated the Riley in the interests of experiment.

Wilmslow, Cheshire. E. R. ROBERTSON. [Michael Brown writes: Completely unashamed; I would apply the same treatment over again. Mr. Robertson's methods

would involve him in seven expensive overhauls, plus time off the foad costs, whereas mine cost one set of valves and one overhaul. Besides, the 1½ litre is as good as ever it was. Why tinker needlessly?—ED.]

#### Long Engine Life

Use of a Vacuum Cleaner. The article "RMA 10558 After 77,600 Miles" (The Autocar, August 26), was most interesting. My 1947 Anglia has now covered over 70,000 miles without a rebore, using mainly Castrol XL and Castrolite. The engine has been decarbonized seven or eight times, and during the decarbonizing process "inner cleanliness" has been maintained by using a procure cleaner. by using a vacuum cleaner.

A carburettor intake filter and frequent oil changes probably also help. Aberdeen.

"NIL CARBORUNDUM."

#### New Cars in Canada

A Price Discrepancy? After exhaustive study of British car prices, I am at a loss to find reason for the big difference between the price in Canada compared with the U.K. basic price.

My deductions may possibly be wrong, but I have broken down the prices of a typical medium-size car as follows:-

£1=\$2.80

British Retail Price = £645 =\$1,806 10% Canadian Tax= \$180 Freight = \$150 Total = \$2,136 Retail Price in Canada=\$2,675 Difference = \$539

If Britain is to compete in the western market she will have to reduce the terrific profit which is "imported" with these cars.

Ontario, Canada.

J. H. FOSTER.

#### Reducing Engine Roar

A Rubber Coat for the Noise Conductors. Motorists who have had the underbodies of their cars sprayed with any of the various commercial rust- and rot-proofing preparations on the market will be aware of the considerable reduction in noise which results. However, may I recommend that in addition to the usual treatment of the chassis, further silencing can be obtained by application of these materials to the insides of the

wheel nave-plates, and to the under-side of the bonnet?

In one or two of your recent road test reports I notice that the tester commented on "carburettor roar," despite the presence of an air silencer. My own car is the same model as one of those tested, and investigation with a screwdriver used as a stethoscope convinced me that the noise in question was not car-burettor roar, but general roar. It seemed that this was being caused by the amplification of engine noise and vibration in the body of the air silencer.

A marked reduction in engine noise was obtained by sawing through the supporting bracket of the air filter and making a flexible rubber joint to connect the sawn-off ends.

Also, I recommend the treatment of some of the thin metal pressings which adorn modern engines in the medium price range, and which act as noise intensifiers. One of the substances mentioned should be applied to the valve rocker cover, the push-rod cover, and particularly to any false plate in front of the clutch bell housing. I am further considering treatment of the timing chain cover, but this will involve removing the radiator block.

Southampton.

#### Taken for Granted

Features of the Early Vauxhalls. Delving into the history of the British motor industry, I find it interesting that Vauxhalls pioneered many innovations now taken for granted on large-scale production cars. I suggest the following examples:

1931-the Vauxhall Cadet-first popular British car with synchromesh gear box

chromesh gear box.

1934—the Light Six—first British car with independent front wheel suspension and "no-draught" ventilation windows.

1937—Vauxhall 10—first British car with all-steel, integrally built body and six-phase carburation for petrol economy.

The main lead Vauxhalls have given to the industry is the combination of a light body in relation to engine capacity.

Surely a fine record for any manufacturer and one which is obviously paying dividends today in the world-wide success of current Vauxhalls.

Corwen, Merionethshire. G. M. WILLIAMS.

#### Obsolete

Comments on the "Great" North Road. In The Autocar, June 16, 1939, you published a survey of this country's road system, under the heading "Obsolete!"

In this article the Great North Road was pulled to pieces, and comparing experiences today with examples contained in the

survey, it is obvious that the road is in exactly the same condition

as it was over 16 years ago.

The editorial of this particular issue argued that although rearmanent was sapping most of the funds from the country's coffers, the construction of an efficient highway was in itself an essential part of our defences. However, it went further than this: "If it is a long-term policy—and it is bound to be—it will ensure against a slump following a possible agreement on arms

At the present time of superficial slackening of international tension, can it be that the delay and unwillingness to act at once on a vital issue, is because road construction is to be preserved as a safety valve, absorbing surplus labour in x years time as it becomes unemployed?

London, N.W.7 IAN H. WALKER.

#### The "Gran Turismo" Car

Farewell to the Traditional Sports Car. I was interested to read your reply in The Autocar, July 29, to the request from Liverpool for an inexpensive "Gran Turismo" car. Looking at the latest British cars, I think some items must be added to the

A high top gear. An owner of a sports car does not mind gear changing but would certainly not accept an engine life much shorter than on the small Continental family saloons, or a worse

n.p.g. than the big American cars.

2. The steering wheel should not be put in after the rest of the car is ready, in any space left over. When the very compact small Italian cars can have steering wheels without offset and with about the right amount of rake, British semi-sports cars can as well.

3. If regrettably one of these fine old British radiators cannot be accommodated at its full height it would be better with a purely functional air intake. Please do not use a meat-axe on a traditional radiator!

It is sad, but it seems that the traditional sports car is on its way out. The competition car (Jaguar D-type, Lotus, etc) and the closed sports car are each in its sphere superior to the open

## Ferodo First

"DAILY TELEGRAPH"
AINTREE INTERNATIONAL MEETING

International Trophy:

st MASERATI

Formula Libre Race:

st B.R.M.

500 c.c. Race:

St COOPER-NORTON

J. RUSSELL

THE REAL PROPERTY.

1500 c.c. Sports Car Race:

LOTUS M.G.

Results subject to official confirmation

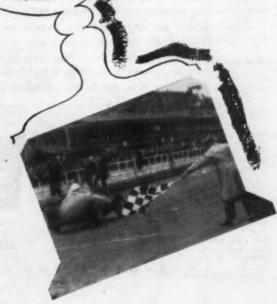
You, the motorist, are the first and most important person to benefit from Ferodo international successes. For every race provides Ferodo engineers with knowledge that could not be gathered in any other way...every win brings confirmation of hard-sought efficiency and resistance to wear.

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Motor racing, trials driving or record-breaking all make their demands on the skill and ingenuity of designer and driver alike. Tyre pressures play a tremendously important part—a part which is fully recognised by the expert. The Schrader tyre valve provides the means of this pressure control and, since it was perfected into its basic design nearly sixty years ago, has been closely associated with every development in the design of pneumatic tyres. This valve, the interior of which is

identical in all types, assisted in the attainment of the present world's land speed record, and serves with equal efficiency the demands of industry, the precise requirements of aircraft, the rigours of agricultural work and the daily needs of the private motorist. And now this efficiency is further demonstrated in the tubeless tyre, the most revolutionary of all developments, in which Schrader is once again "Keeper of the air you ride on."



#### Correspondence

two-seater. The needs of the real open-air fans could probably be better cared for by a sort of "Sports-Land-Rover," rear-wheel drive only, much lowered, but still with good ground clearance and rather stiff springs, and with the big open space behind the front seats for fishing and camping gear. Obviously it would be the ideal car for some British winter trials and, after some simple modifications, even for summer club meetings. A detachable hard top could be an optional extra. In short, a car interesting to drive and built for people liking outdoor activities. Perhaps this is as good a definition of the term "sports car" as any. Malmö, Sweden.

#### The Front Seat

Bench Type Every Time. For the first 27 of my 32 years' driving experience my cars were fitted with bucket seats. I then tried a bench-type seat and have since had two fast cars thus equipped. Although I still regularly drive cars with bucket seats belonging to other members of the family, for me it will henceforth be the bench-type seat every time. Proviso—it must be fitted with a centre arm rest (and, preferably, also with a

side arm rest) at the right height.

Bucket seats wrap themselves round you and force you into virtually one driving position. On the other hand, with a benchtype seat not only is the security in every way equal to the bucket seat but also a variety of different driving positions and attitudes is immediately at the command of both driver and passenger. On a long journey this greatly reduces fatigue and, therefore, the risk of accidents.

All my regular passengers agree that these advantages far outweigh any disadvantage connected with leg room which, in the large majority of cases, can be overcome in other ways. Harpenden, Herts. T. C. FLORY.

#### The Countess's Car



Seen Motionless at Innsbruck. On reading the article "A Car for a Countess" in The Autocar, August 12, I thought that you might be interested in the enclosed snapshot which I took while on holiday at Innsbruck in July last year.

May I add that it is certainly a fine car, and worthy of credit to its desired that it is certainly a fine car, and worthy of credit

to its designer. West Hartlepool, Co. Durham.

**Choose Your Garage** 

R. T. ATKINSON.

Lack of Facilities for Repairs and Adjustments. Your leading article in The Autocar, August 12, raised a subject that has been overdue for comment for a long time.

It was, therefore, with considerable disappointment that I noticed that you made no reference to the way in which "garages"—meaning places where cars can be taken for repairs, or where spares and accessories can be obtained at any hour of the day—have been displaced by "filling stations" and "service stations."

I fully appreciate that the changeover has been accelerated by the oil companies, who are interested only in the sale of petrol and oil; but surely the result is so detrimental to the motoring public that it deserves to be resisted in every possible way?

Already one can travel miles through London and the suburbs and be unable to find any so-called "service station" which will,

for example, sell a spare bulb after 6 p.m. From my own experi-ence I can state that obtaining an exchange battery after "union" hours is a major achievement.

The limited use of filling stations is apparent in their very name, but how ridiculous that even minor repairs or adjustments

cannot be handled at these places, Redhill, Surrey,

[Our list of services detailed those reasonably to be expected of a filling station, not a garage. We agree with this correspondent.—ED.]

... Petrol, Oil, Water, Tyres, Battery—and a Cheery Goodbye Philip Parker's letter (The Autocar, August 26) is very true. The service as British "service" stations is far from satisfactory. Petrol pumps without an automatic calculating meter are so out of date as to be museum pieces in Australia. Attendants here give the impression they would rather do anything in the world

than serve petrol.

At five West End garages I have asked for distilled water to top up my battery, and have been told: "We're out of it at the moment." When I ask to have my tyres inflated I get a glare calculated to deter me from ever making such an outrageous request again

I can't help thinking of my local service station in Sydney
. . a gay, flag-bedecked affair with three rows of pumps serving
five lanes of traffic. Two men (women are useless in service
stations) were at the car's side the moment it stopped. One served the petrol and the other asked if I wanted water, oil and tyres checked.

The station included an ice-cream and iced drinks counter and two retiring rooms. The attendants, who earn about £15 Australian a week, would have been embarrassed if I had offered

I left the station, petrol, oil, water, tyres, battery all attended windscreen sparkling, with a cheery "Goodbye . . . please

If any reader can tell me where I can get service like this in London, I will willingly drive from one side of the city to the other to deal there

London, W.1. PHILLIP KNIGHTLEY.

#### Services Rendered

North Wales for Repairs. So many letters written to the press these days contain complaints that I would like to write one of commendation regarding the service I received from a garage in North Wales whilst on my holiday.

After a long run in Snowdonia in my 1939 Morris 8, carrying a considerable load of camping gear as well as my wife and two children, I discovered that a leaf in one of my front springs had

At Portmadoc in Caernaryonshire I stopped at the Madoc Garage; they removed the broken spring, had a new leaf made at the foundry opposite, reassembled the spring and had the car ready for me to resume my journey in less than three hours. The total charge for this work was 28s 6d.

Although the job undertaken was not highly technical or diffi-cult I hardly expected it to be carried out so expeditiously and at so reasonable a cost and for this reason I certainly feel that it deserves "a mention."

London, S.E.19. E. T. REIMANN.

#### Specification for a Good Car

Buy British and be Satisfied. With all the advances of recent years, there yet remain many ways in which almost any car could be improved. We now have, we are told, a buyer's market, and with foreign competition growing, it surely becomes urgently necessary to consider how prospective customers can be persuaded to "Buy British" and to be satisfied owners. How many cars at the forthcoming Motor Show will offer part, if not all, of the under-mentioned specification:—

1, Alternative steering column or floor gear lever; 2, Alternative bench or bucket front seating; 3, Immersion heater in radiator or cylinder block; 4, Permanently connected trickle radiator of cylinder block; 4, Fernanchiy connected trickle charger socket; 5, Engine-operated jacking; 6, Combination petrol-oil level gauge; 7, Radiator thermometer; 8, Rear window blind or anti-dazzle mirror; 9, Picnic tables in the back of front seats; 10, Windscreen washers; 11, Overdrive or geared-up top; 12, Centralized chassis lubrication.

Such a specification would cost money, and is not suggested in the main for the cheapest cars. However, I suggest that any recognized quality car should offer all these points, and a medium priced car should offer all but perhaps the most expensive ones, How much more owner-satisfaction such cars would give, and can one doubt their sales value? All the features enumerated have been incorporated in some car, at some time; all are worth

Sandbanks, Bournemouth. K. G. KENT-WATSON.

#### URTAIN DOWN

#### FIVE RACES CONCLUDE THE SEASON AT AINTREE CIRCUIT

AST Saturday at Aintree drew a decorous curtain on the season at the two-year-old circuit north of There were five races, all of Liverpool. 17 laps (51 miles), and all appealing more to the student of the game than to the seeker after sensation. Biggest disappointment was the non-appearance of the new B.R.M. Peter Collins had come unstuck with it in practice after one lap in 2min 25.6sec (Moss' Maserati did 2min 6.4sec), and it was deemed better not to race it.

Atonement was provided by the older B.R.M., 1½ blown litres of agonized screaming which, in the masterly hands of Collins—who seems able to get more out of this temperamental creature than anyone—won the last race impeccably, going fast enough to beat all challengers at first, and, during those early laps, getting his sights on the lap record. With excellent strategy, however, he desisted when a broken valve sent his number two to the pits (Bob Gerard) and soft-pedalled home the victor after a fine run.

The sight of the B.R.M. going down the finishing straight compensates for much in the history of that car. Horace Richards was driving quite hard in the last race, even if he was well back on the lap chart, but he was overtaken past the pits by Collins on the fourteenth lap as if he was standing still. Over ten laps at Tripoli I think that the first B.R.M. would have proved unbeatable; however,

Tripoli is history, too.

Roy Salvadori shared the honours with Roy Salvadori shared the horhous with Collins in that last, most interesting, race. He spun the Gilbey Maserati wildly at the Melling Crossing on the Railway Straight and was push started, coming round last on lap one. Now study his terrific drive up to second place as he climbs, like a motorized Tarzan, through the jungle of formule libre (No. 5):

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 

Salvadori was, in fact, the maestro of the day, unless the magic of Syd Greene and the Gilbey Engineering company is such that the Gilbey Maserati is positively temperament-free. Anyway, Salvadori was to be the exception to the rule that was to be the exception to the rule that it was no great day for the big shots. In the main programme event, in which formula 1 cars competed for the Daily Telegraph Trophy (the Telegraph once again sponsored the meeting, racing for which was organized by the B.A.R.C.) Parnell, in the original streamlined Connaught, ran away from the rest, with Moss, in his own grey Maserati, on his tail ("allee same Juan Manuel," as some remarked).

wit remarked).

First the cracking pace blew the Maserati up in a burst of blue smoke down the finishing straight (lap 14), and then Reg Parnell slowed right down on lap sixteen, his engine also having succumbed.

That let Roy (Guess Who) Salvadori

through with the Gilbey car going like a Tatts on the last lap as if he, too, had blown up. A frantic pit crew urged him on to the chequered flag and he realized that he was not on his last lap plus one, after all. It was a mortified—and hot— Parnell who pushed the Connaught across the line into sixth place, for it was a hot day and the Connaught really had been going like a bomb. But then, bombs blow

up, too.
Salvadori drives with a beautiful style to watch, long-armed and intelligent. So does another driver who had a good second-string day—C. A. S. Brooks. Tony Brooks was driving the 1½-litre sports Connaught in the first race, and his duel with Leston was a vintage piece, for Leston was also driving a 1½-litre Connaught—the one from the Peter Bell stable. —the one from the Peter Bell stable. Speed, engine note, gear changes, and drivers' actions exactly matched, and one was left wondering whether these two were, in fact, getting the literal utmost from themselves and their cars because of the identity of technique.

#### Last Minute

In the end Brooks got the edge on Les-ton right on Tatts Corner, within sight of the finish on the final lap. They came down Railway Straight full tilt, Leston with his nose in front; Brooks screwed up just that extra bit of dare-devilry and came round very tight while Leston took the orthodox line. The manœuvre worked, the orthodox line. The manœuvre worked, though it is difficult to see why; 99 times out of a hundred it doesn't. In the unlimited sports car race Salvadori tried it with the Gilbey DB3S Aston Martin, short-circuiting Ninian Sanderson's Dtype Jaguar in exactly the same way. However, the Regular Research deliver.

type Jaguar in exactly the same way. However, the Ecurie Ecosse driver was almost immediately back in front For the rest of the day, Brooks drove Riseley-Prichard's Connaught very well indeed, making one wish that the car

were faster.

There is Russell, too, who ran second to Salvadori in the smaller class of event one, and who took first place in the 500 c.c. event. That was a race indeed, four cars streaking away ahead of the field for cars streaming away anead of the held for seven laps, merrily swapping places and generally keeping everyone agog. They were all Cooper-Nortons, ridden by Russell, Boshier-Jones, Allison and Davis. And then on lap eight Davis was missing, and anxiety spoiled the fun until it was learned that he had lost a wheel at Anchor Crossing, but was otherwise all right.
In an enormous field of 26 cars Don

Parker came out a hero. He stalled on ranker came out a nero. The stated on the line and got away when the whole hammering mob were disappearing round Waterway Corner. Thereafter he hunched down (like the Kieft's back wheels) and proceeded to illustrate the description of the complexity of the control of the cont novelist's climb to fame against fearful odds. He was eighteenth at the end of the first lap. He was eight at the end of the third and he was fifth at the end of the eighth. In the end he was still fifth and, believe me, it was a hard-earned place in the sun.

Records tended to go with the fine weather, and the Coventry Climax engine added to its already considerable laurels

throughout the day. It is worth noting that Salvadori's speed in the 1,098 c.c. sports Cooper-Climax in the first race was 75.47 mp.h. In the 2,498 c.c. Maserati Grand Prix car in race three it was 83.72 mp.h., just about 8 mp.h. faster. If racing goes on improving the sports breed like this we shall soon have the offspring teaching the parents a thing or two.

The sports car races were, as always, confusing with the various classes running concurrently, and some names well known of late failed to register in their customary manner: Sopwith, for instance, left race one with an inoperative gear selector on the Equipe Endeavour's Cooper-Connaught; S. Lewis-Evans managed only sixth place in the formula three event, while Bicknell's Revis-Norton, after looking rather unsteady on the corners, lost its engine and was ultimately towed home by Eccles' Staride-Norton; Archie Scott-Brown lay on the fireworks to no avail in the Lister-Bristol in the unlimited sports event, and the Marquis de Portago crashed his Ferrari 3-litre, which looked very sorry for itself with a badly bent left front corner as it was towed in after the race. The other two Ferraris in this race (also 3-litres) failed to challenge seriously, though Harry Schell's finished fourth; McKay Frazer's went out with valve

trouble.
Jack Fairman crashed a streamlined Connaught in the formula 1 race, and Somervail very badly dented the front of the Border Rievers Cooper-Bristol. He himself was less damaged, and seemed to think little of his confinement to a stretcher over at Melling Crossing, the writhing red blanket which covered him looking like a matador's cloak.

On the other hand, there were successes by old-timers to warm the heart: Bob Gerard, pasting the green Cooper-

cesses by old-timers to warm the heart:
Bob Gerard, pasting the green CooperBristol along into second place in the
formula 1 event and chasing Collins in
the free formula fight until he blew the
car up. And Horace Gould, with the
ex-Bira Maserati painted a red of
Modena brilliance and with his black crash helmet equally glossy, up on the front row of the grid for the formula 1 race by virtue of third fastest time in practice (2min 9sec). He finished third

at that, a very consistent performance.
Veteran Louis Rosier from Clermont
Ferrand was unlucky, clutch trouble
forcing the French blue Maserati out of the formula 1 race. Long may he con-tinue to provide an exotic flavour to British international events.

A good day in good weather, but with not really a big enough crowd. This is a pity, because Aintree is a circuit to gladden the spectator. Its superbamenities generate the right frame of mind for the enjoyment of high speed.

mind for the enjoyment of high speed.

PROVISIONAL RESULTS

(All Reces 17 laps. If miles, 3.-mile lap)

Sperts Gars up to 1.189 a.e. 1. Coccet-Climax (J. Russell); 5, Lotus-M.G. (C. Chapman), 77.56 m.p. 1.

Russell); 5, Lotus-M.G. (C. Chapman), 77.56 m.p. 1.

Connaught (C. A. B. Brooks); 5, Connaught (L. Leston).

Fastest lap Chapman, 79.18 m.p.h. (record).

Fastest lap Russell, 80.36 m.p.h. (record).

Fastest lap Salvadori, 86.26 m.p.h.

Fastest lap Salvadori, 86.26 m.p.h.

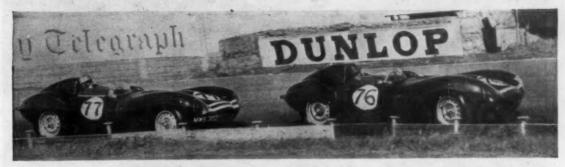
Sperts Unlimited; 1, Januar D 5,442 (N. Sanderson), 80.97 m.p.h.; 2, Jaguar D 3,442 (D. Titterington); 5, Aston Martin DESS 9,292 (R. Salvadori), 5, Lotus-Bristol (P. C. Davis).

Frastest lap Sanderson, 83.06 m.p.h. (P. Booti-Russell); 5, Lotus-Bristol (P. C. Davis).

Frastest lap Sanderson, 83.06 m.p.h. (P. C. Davis).

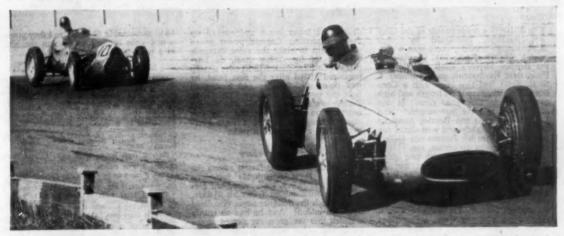
Fastest lap Sanderson, 85.06 m.p.h. Formule Librer: I. B.R.M. 1.487 s (P. Collins). 85.20 m.p.h.; 2. Maserati 2.496 (R. Salvadori): 3. Connaught 1,980 (C. A. 6. Brooke). Fastest lap Collins, 87.10 m.p.h.

#### A DAY OF DUELS

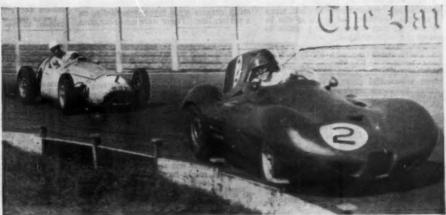


Aintree's meeting was notable for several prolonged duels. Our photographer has captured these four studies of the duellists in action. Above: Sanderson's winning Dtype chasing Titterington's similar car, which finished second in the unlimited sports car race Right: Brooks leading Leston in the most thrilling dogfight of the day (1½-litre Connaughts). Brooks finished just ahead in second place (1½-litre sports car race)





Above: Horace Gould, driving his Maserati, now immaculate in Italian red, leading Bob Gerard's Cooper-Bristol at Anchor Crossing. This was a briefer duel, for Gerard soon pulled ahead to chase Salvadori, farther ahead still. Gerard finished second in the formula I race and Gould third. Right: Both Moss and Parnell went right ahead in the formula I race, travelling at a terrific pace. Herethe Connaught is leading the grey Maserati into Anchor. Both cars blew up, but Parnell finished by pushing home





Swinging round the bottom bend at Firle-D. J. R. Chapman's 41-litre Bentley

#### New Record at Firle

#### TURNOUT OF BENTLEYS FOR B.D.C. MEETING BIG

BestDES a noble parade of the older Bentleys, reinforced by other vintage models, there was a surprising number of post-1931 examples at the Bentley Driver's Club hill-climb at Firle, near Eastbourne, on September 4. S. E. Sears had two runs with a Con-tinental which, despite its length and high gearing, made very good time. It was never heard to leave bottom gear! And Lord Ebury won the Bentley handicap with a very sprightly and well-timed run with his 3½-litre; his famous old 4½-litre Invicta was given an outing, too.

The moderns were smooth and quiet, especially the Ebury 3½-litre; but R. Shaw's disgraced itself by casting loose the rear seat and smiting the surprised

pilot with it.

pilot with it.

Firle is a very safe climb. It is on the chalky downs, and both the big bends, the bottom and top ones, are cuttings where one can touch the side and scatter a little whiteness on the road without proceeding cross-country. The fast, steep "straight" between the bends is also in cutting with tricky little yearsies to a cutting, with tricky little vagaries to

tease the over-confident.

That hard-working veteran of sport, K. Rolfe, turned up with his little Fiat, and besides adding to its substantial mileage, won the 1,500 c.c. sports class mileage, won the 1,500 c.c. sports class with a beautiful climb. The 2,600 c.c. event produced a close thing between Ancient and Modern—the former R. Truscott's "chain-gang" Frazer Nash, in showroom condition, and the latter the Lotus of W. S. Perkins. How stable that 'Nash is! The Lotus is unexpectedly equipped with a B.M.W engine, to house which it has a huge, sausage-like bulge on the bonnet too.

the bonnet top.

The course record fell in the fastest class to Gordon Parker's blown Jaguara (with type C engine mods). The driving was superb as he dab-braked, slightly

drifted the lower bend, and snaked up the main section. Colossal power joined with weight to make the same demands on skill for his closest rival, de Lar-rinaga's Cadillac-Allard J2 R; over a steep rinaga's Cadillac-Allard J2 R; over a steep measured 100yd after the first bend, he was doing 67.5 m.p.h., and having to fight the power all the way. Dr. G. E. Pinkerton's 5½-litre H.W.M., also V-eight engined, was another of the very fast ones, although it seemed a little overgeared and also popped a trifle.

#### Noble Monsters

G. H. G. Burton was fastest among the Bentleys. It is remarkable mong the speedy these heavy, high-geared old cars can be in hill climbing if, like his 42-litre, b.h.p. which the designer never visualized has been added! And he had so sturdy a clutch that the great car slewed at the start, and came within inches of bull-dozing the time-keepers' caravan; the steep corners were taken beautifully, on a perfect line. There were no fewer than

16 of these noble 4½-litres, and they made a fine sight coming back down the hill, in a nose to tail procession.

Class J (supercharged cars, unlimited): 1. Jaguara 3,442 s (G. Parker), 26.98sec.

Fastest time of the day: Jaguara 5,442 s (G. Parker), 26,98sec.

#### SUNBAC SILVERSTONE

ONSIDERING that it was one of many meetings held last weekend, there was an excellent entry for the Sunbac meeting at Silverstone. The highlight was the neck-and-neck struggle between Taylor's Cooper-J.A.P. and Moore's Wasp, which alternately sat on each other's tails. It appeared that both lost count of the laps covered and, had Most count of the laps covered and, had they known it was the end of the race, the result might have been different.

\*\*PROVISIONAL RESULTS\*\*

See'ts see events: Manifeme: 1. Clairmonte 1,960 (C. M. Clairmonte). 71.97 m.p.h. Under 1,569 a.c.:

1. Lotus 1,467 (R. P. Bloxam). 71.85; 2. Lotus

# CASTROL WINS

2,000 c.c. class

Liège - Rome - Liège

#### TRIUMPH TR 2's

1st Richardson and Heathcote

**2**<sup>nd</sup> Leidgens and Rousselle

3rd Gatsonides and Bourelly

THE MASTERPIECE IN OILS



# TADIA Jubeless gives security gives \* plus\*

The new INDIA Tubeless Tyre gives you extra driving confidence. It is the trouble-free, long-mileage safety tyre with a double plus—cool curing, and the extra tough sidewalls which India quality guarantees.

INDIA make both Regular and Tubeless tyres—each the same high quality.



A COLLEAGUE who is no dyed-inthe wool enthusiast for the sport but
who likes the academic exercise of racing has an interesting comment or two
to make on the Aintree circuit. With
the reservation that he has not yet been
to Oulton Park, he suggests that it is
the finest circuit of all for the spectator. First of all the facilities are
unrivalled. Aintree's catering, grandstands, public address system and
lavatories surpass anything found elsewhere, and the air that the place has
of being solidly established induces the
right frame of mind to enjoy the racing;
after all, he says, you don't really enjoy
Shakespeare in a tin shed, seated on



## AINTREE AFTERTHOUGHTS ITALIAN G.P. COMING-OF-AGE

school desks dating from the last century and with the rain dripping down your neck.

The grandstands at the Liverpool course are more extensive than any elsewhere, and they really do get the spectator above ground level. As a result, he sees a great deal of the racing: from the County Stand, for instance, it is possible to see the cars go past the pits and (with glasses) into Waterway and along to Anchor; they are then lost for a moment before being seen rounding Cottage Corner and travelling down the short straight to County. You pick them up again at Bechers Bend and lose them only for a second or two behind obstructions all the way down Railway Straight and round Tatts to the finish. No other circuit offers as much.

Why isn't Aintree more popular? Mostly, I suppose, because racing is concentrated in the south (pace Ecurie Ecosse) and we southerners are the most insular of all the English, being afraid to venture north of a line drawn from Burnham-on-Crouch to Chipping Sodbury. Il nous faut changer tout cela.

MRS. TOPHAM certainly put on a good show last Saturday—five races, each of 17 laps, and with substantial lunch and tea intervals. I heard some

criticism of the length of the intervals (between races as well as for meals) but I did not find myself in agreement on the fine day that it was. Again, the facilities at Aintree are such that it is very pleasant to stroll out for a cup of tea, or just for the h- of it, as a change from staring at the arena, and one of my bugbears at circuits elsewhere has been to bolt my lunch quickly enough not to miss anything. Remember, your keen spectator keeps a lap chart. Personally, I enjoyed the day very much, and every time I visit circuits like this and Goodwood I wonder how I can bring myself to face a gimcrack aerodrome circuit again.

As to race length, I like to see two shorts and a long rather than a series of mediums. It is true that the modern Grand Prix does not bring in much pit work (any big job is hardly worth it owing to race length) but it does at least bring in some for the better education of the paying public. Moreover, improvement of the breed has come mostly, I would say, from pit problems; think of the ingenious quick-action devices and special tools that have been developed because one team wanted to steal a second or two on its rival.

With the sorry tale of the Goodwood Nine Hours' Race in mind I wondered whether Aintree could earn more paying support for that event. In a nine-hour race the spectator facilities count, and proximity to a city and hotels means a lot when an event finishes after midnight. Moreover, Aintree has a three-mile lap.

Le Mans is unique, but its great length is an almighty strain on the spectator; the Nine Hours' Race is just right, and the pit work in this year's was superb. Moreover, nine hours is just about the length of a keen motorist's high-speed day, and the development of sports cars which will run all out for that length of time and still leave the driver (or drivers) reasonably untired is (or should be) one of the main aims of the motor manufacturer. So how about the Nine Hours' at Aintree?

SECOND MAJOR EVENT to be held in Europe since the Le Mans trouble, the Italian Grand Prix takes place at the new Monza circuit the day after tomorrow, Sunday, September 11. The circuit, apart from being very fast indeed—a race speed of over 125 m.p.h. is expected—presents problems on the banked, high-speed section which are not found on any other circuit at present in use for G.P. racing. On the banking the suspension of the cars has to cope with a weight increase, caused by centrifugal force, of anything up to double the normal weight. There is no question, however, of modifying the suspension, as with the Brooklands outer-circuit cars, so that it is suited only to this form of travel; there is also the normal road circuit element and the suspension must suit both types of going. Tyres, too, have presented a problem during

practice, the rate of wear being very considerable.

It has been laid down that drivers must call at the pits at roughly half-distance to change all four wheels and refuel. Presumably, advantage will be taken of this ruling to reduce the tank capacities. Thus there will not be such a big change in weight distribution between full and empty conditions as there would be if tankage were provided for a full-distance race; also, the initial weight of the cars will be reduced.

Apart from this aspect, the pit stops will reinstate an extremely interesting aspect of Grand Prix racing which has been absent ever since cars ran the full distance without stopping.

FOR THEIR coming-of-age party at Goodwood tomorrow, the V.S.C.C. has amassed an impressive list of distinguished guests, and 250 cars. There will be a concours d'élégance, driving tests, and demonstration runs round the circuit for Veteran, Edwardian and Vintage cars, all of which should provide a spectacle comparable with the similar parades at the end of last year's Anglo-American Rally. Of particular interest will be a parade of famous figures from the pages of motoring history, in which Lord Brabazon of Tara will drive the 1908 G.P. Austin which he drove into 17th place in the French Grand Prix of that year. His riding-mechanic will be the same C. Bianchi who performed this duty at the age of 18 for Charles Jarrott in the ill-fated Paris-Madrid race of 1903.

Baron Henri Petiet, renowned French motor historian, will travel in the V.S.C.C. president's 1908 G.P.



To mark the Golden Jubilee of the Tourist Trophy race, the R.A.C. has presented this new award, it will be known as the R.A.C. Trophy and will be awarded to the winner on handicap or index of performance. This year, for the first time, the Tourist Trophy itself will go to the winner on distance or speed

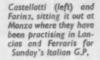
Itala, George Lanchester in a 1913, 18 h.p. Lanchester, and Sir Harry Ricardo in a 14-40 Vauxhall. Georges Roesch will drive one of the famous Talbots which he created, and Bertie Kensington-Moir a Bentley; Percy Kidner, one-time managing director of Vauxhalls, and a frequent competitor in his company's products before the first war, will accompany Laurence Pomeroy in his Prince Henry Vauxhall; Sir Francis Samuelson has agreed to bring his 1914 T.T. Sunbeam and both Archie Frazer-Nash and H. J. Aldington will be driving chain-and-sprocket cars bearing the former's name. H. R. Godfrey, the "G" of G.N. and H.R.G., will demonstrate a G.N. borrowed for the occasion from the still-existing G.N. company; and, of course, no gathering of this sort would be complete without Fred Bennett and his 1903 Cadillac.

LONDON RALLY entries have now closed, having reached the record figure of 450-and this for a national event. Teams entered privately and by clubs total 85.

THE WAKEFIELD TROPHY, run by the Irish M.R.C., which should have been held tomorrow, was cancelled because the inspection committee of the Royal Irish Automobile Club had recommended one or two safety measures which could not be carried out in time for the event.

ROAD AMERICA is the suitably grandiose title of America's new road circuit, opened on September 1 at Elkhart Lake, Wisconsin. Shaped like a tall boot, bent sharply at the ankle and with the toe turned up, the circuit has been scientifically laid out with calculated curves and corners, fast straights and curving climbs and descents. At the ankle bend there is a connecting link by means of which the lap length can be varied-the

The Sport





maximum lap being four miles. Because of the rolling nature of the surrounding countryside, 200,000 spectators can be accommodated in complete safety on hillocks and suchlike, and the track runs through woods and open fields.

The story behind the circuit indicates the popularity of the sport in America. In 1951 the Chicago region of the S.C.C.A. held a national meeting on public roads in this area, attracting a crowd of nearly 100,000 people. In 1952 the figure went up to 150,000 and, in 1953, Wisconsin banned racing on public roads. The village fathers, therefore, with the support of the S.C.C.A., formed Elkhart Lake's Road America, Ltd., whose immediate goal was to raise \$175,000 for initial construction. Through the fervour of the local townspeople and sports car enthusiasts, this figure has been reached; the first meeting on the new circuit will be the S.C.C.A.'s national races and rally on September 10 and 11.

ONCE AGAIN, "Sammy" Davis has taken up his prolific and ageless pen this time to record the feats of famous women drivers through the years, ranging from Camille du Gast in 1903 to Sheila van Damm. The title is Atalanta, because of the fleetfooted daughter of King Scyros who, in Greek mythology, worked a sly one on Hippomenes, male champion of those days, resulting in her being led to the altar.

It is a charmingly written and extremely human book, though the purists might have a few remarks to make on the subject of its editing-a point that does not matter much, so pleasantly does it read. Apart from the value of the book as a record, the historical facts which are related in the separate stories of each driver are immensely interesting—and there are inevitably, S.C.H.D.'s customary amusing anecdotes. It is good that these feminine feats should be committed to paper before they fade into the limbo of forgotten things-and by one who, because of his close association with the sport for so many years,

is so well equipped to do so.
Publishers are Foulis, of 7, Milford
Lane, Strand, London, W.C.2, and the price is 16s 6d.

TONY CROOK, who is in hospital in Chichester recovering from the concussion he sustained in his accident during the Goodwood Nine Hours' Race, has asked me to thank all the kind people who have written to wish him a quick recovery; he cannot under-take this task himself as he is not yet allowed to write. He is getting on well and hopes to be released shortly.

FURTHER EVIDENCE of the return of the British Motor Corporation to competitive motoring will be seen at Silverstone during the B.R.S.C.C.-B.R.D.C. meeting on the seventeenth of this month. Part of the lighthearted fun that will form the background to serious motor racing will be a one-make "Grand Prix" fought out in 20 model Austin racing cars by the progeny of famous racing drivers. All cars will have the modern two-pedal control, and all will be tuned to the same high degree; power output will depend largely on the driver's age and physique.

Entries so far received include Adrian Hamilton (aged seven, son of Duncan), Charles Mortimer (six and a half, son of Charles senior), John

#### COMING SHORTLY

September 9-12,—Viking Rally, Norway.

10.—Vintage S.C.C. Twenty-first b'rthday party, Goodwood, near Chichester, Sussex, 11 a.m.

10.—Peterborough M.C. and Northamp'on and D.C.C. Race meeting, Silverstone, Northamptonshire.

10.—London M.C. Sprint meeting, Brands Hatch, near Fawkham, Kent. 1 p.m.

10-11.—Chester M.C. Bernie Rally, Queensferry Motor Auction, Queensferry, near Chester, 9 p.m.

10-11.—R.F. Association M.C. Battle of Britain Rally.

11.—Bugarit O.C. Hill-climb, Present, near Chestenham, Gloucestersbire, 10.30 a.m.

11.—Survey Souring M.C. Speed trial, Specterton, near Thetford, Norfolk, Specterton, near Pawsham, Kent. 12.30 p.m.

11.—Survey Souring M.C. Sprint meeting Brands Hatch, near Pawsham, Kent. 12.30 p.m.

11.—Outington and D'strict M.C. Speed trials, Croft Aerodrome, near Darlingson, Country Durham, 2.30 p.m.

11.—West Easen C.C. The Essex navigational rally Lambs, Ltd., Woodford, Essex, 9 a.m.

11.—Riley M.C. (N.E. Centre): September Rally.

Ralley M.C. (N.E. Centre): Septemoer Rally.
 B.A.R.C. (Yorkshire Centre): War of the Roses Rally, De-Tabley Hotel, near Ribchester, Lancashire, 10:70 a.m.
 T.—Fairey Aviation Compary M.C. and C.C. Driving tests, Heston Aerodrome, Middleess, 1 p.m.
 Birmingham Young Conservative M.C. September Rally, Bull Hotel, Shens'one. Staffordshire, 10 a.m.
 —Circle C.C. Susser Rally.
 T.—London M.C. London Rally, starting from London, Leeds, Shenstone, Yeovil and Norwich.
 —R.A.C. Tourist Truphy race, Dundred, County Antrium, Northern Ireland, 10 30 a.m.

17.—R.A.C. Tearist Trophy race, Dundred, County Aarism. Northern Icland, 19.

18.—R.B.S.C.C.B.R.D.C. Race meeting, Sifverstone, Northamptonshire, 11.30 a.m.

17.—B.R.S.C.C.B.R.D.C. Race meeting, Sifverstone, Northamptonshire, 11.30 a.m.

17.—Aston Martin O.C. US.A.F. Trophy race meeting, Oulton Park, near Tarporley, Cheshire, 11.30 a.m.

17.—B.R.—Southport M.C. and I.C.C. Southport motoring weekend.

18.—Aston Martin O.C. Northern concours delegance, Rowton Hall Hotel, Whitchurch Road, Chester, 10.30 a.m.

18.—North London Enthusiasts' C.C. Driving tests, Heston Aerodrome, M. ddiesex, I.S.—M.G. Car Club (S.E. Centre). Chilterns Autocross, Happy Valley, Hook's Farm, Marlow, Buckinghamshire, 10.30 a.m.

18-23.—Circuit of Italy.

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GOLDEN JUBILEE MEETING

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A. E. Marsh—Cooper J.A.P.—36.08 secs.

Aintree Daily Telegraph International Meeting . . . Sept. 3rd

UNLIMITED SPORTS CAR RACE

1st N. Sanderson—Jaguar 2nd D. Titterington—Jaguar
3rd R. Salvadori—Aston Martin

2,000 CC CLASS

Ist N. Cunningham Reid-Lister Bristol

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The Port

(Surbiton) Cooper's daughter, Christine, and Alex McGlashan's daughter Margaret. The entry list is still open and will be until the 20 driving seats have been filled. One of the cars, lent by the Austin company for the occasion, will be the first prize.

Apart from the less serious side of the meeting there are seven very serious racing car events and a further two for sports cars. Entries are coming in nicely and include, so far, Duncan Hamilton and Michael Head in D-types and Tony Marsh (Cooper - Climax); Lister - Bristols, H.A.R., R.R.A., Tony Rolt in Rob Walker's Connaught and Taylor, Boshier-Jones, Davis, Parker, Tyrreil and Raby among the formula 3 drivers.

LAST OF THE twenty international dates in the British sporting calendar this year is the Bristol M.C. and L.C.C.'s Castle Combe meeting on October 1. There will be events for formula 1, the old formula 2 (up to 2,000 c.c. unsupercharged or 500 c.c. with supercharger), formule libre, and sports cars.

Entry forms must reach Mrs. K. R. Maurice, Castle Combe, Chippenham, Wiltshire, on Monday, September 19.

ANOTHER DRIVER whose business commitments make heavy demands on his time is John Riseley-Prichard, his

work as an insurance broker providing the bread-and-butter, and motor racing the jam; he has reluctantly decided to forgo the jam. Very sad, but his Connaught will continue to appear in the hands of C. A. S. Brooke

THAT AUSTIN-HEALEY, which the R.A.F. Escaping Society put up as prize for the correct estimate of the winner's speed in the Goodwood Nine Hours' Race, has been won by Mrs. M. J. Palmer, of 89, Falstaff Road, Shirley, Birmingham. In fact, she shared the distinction of guessing correctly with 22 other people; as a tiedecider, the estimate of the speed of the second car home was taken into account, and Mrs. Palmer's figure of 82.00 was nearest to the actual figure of 82.02 m.p.h.

PETER GARNIER

## CLUB

Motor Cycling Club.—Prospective entrants are reminded that entries for the Derbyshire Trial, on October 7 and 8, close on September 17. As already reported, the four starting points are London, Bristol, Norwich and Pennith, whence the route converges on Matlock. After breakfasting in Buxton, competitors will cover a circular course finishing again at Buxton, and there will be dancing and a film show in the evening. Details from the secretary, J. A. Masters, 76, Kinnerton Street, Knightsbridge, London, S.W.1.

South Wales A.C.—A closed, speed hill-climb will be held at Castel Farm Hill, near climb will be held at Castel Farm Hill, near Bridgend, Glamorgan, on Sunday, September 18, starting at 3 p.m. It will be open to sports, touring and saloon cars, and super-chargers will be permitted. Entries must reach P. J. Collins, 12, Tyrwhitt Crescent, Roath Park, Cardiff, by September 13, and will be limited to 70.

will be limited to 70.

B.A.R.C.—The twentieth Members' Meeting will take place on the Goodwood circuit on September 24, and will be limited to sports cars only. Entries close on September 10 and practising and scrutinizing will be on the morning of the meeting. Women will be eligible to compete, and there will be a five-lap handicap for them. Other races will consist of five- and ten-lap scratch and handicap events for sports cars of various sizes, blown and unblown. Details from the B.A.R.C., 55, Park Lane, London, W.I. The South-Western Centre of this club is organizing the tenth Brunton Hill-climb, which will take place on September 18 at 2 p.m., and is open only to members of the B.A.R.C. There are classes for both saloon and open cars, and superchargers are permitted in the cars, and superchargers are permitted in the latter category. Women drivers are eligible to compete. Entry forms may be obtained from W. R. Short, 5, Brownhill Road, Chandler's Ford, Eastleigh, Hampshire, and the closing date is September 10.

Eastern Counties M.C.—An invitation speed trial will be held at Snetterton on September 11. Invited clubs are the Cambridge 500 c.c., Marconi A.C., Peterborough M.C., Sporting C.C. of Norfolk, Thames Estuary A.C., Bast Anglian M.C. and West Easex C.C.

Vintage S.C.C.—The results of the Edwardian and Light Car Rally, held over a 35-mile course in the Cotswoolds and con-cluded by driving tests at Prescott Hill, were as follows

ardiant: First-class award: 1914 Sunbeam Sears). Second-class award: 1915 Singer Barnard: Pirst-class award: 1925 A.C. W. R. Hooson). Second-class awards: 1925 c (D. T. B. Dighton). 1923-6 Humber L. T. Winder). Third-class award: 1928 cr (G. B. Grigs).

West Hants and Dorset C.C.—The fif-teenth Knott Challenge Cup and Southern Inter-Club Team Trial, on Sunday, Septem-

## NEWS

ber 25 is open to members of the following clubs: —London M.C., Bristol M.C. and L.C.C., Southsen M.C., Sheffield and Hallamshire M.C., Sutton Coldfield and North Birmingham A.C., Taunton M.C. and to entrants in the R.A.C. Trials Championship. The event will count towards the B.T.D.A. Silver Star for 1955, and teams of three cars will be accepted. A course of 12 miles, laid out over W.D. land on Wool Heath, will start and finish at Bovington Camp, which is seven miles from Wareham. Entries will be divided into two categories, the first for cars complying with the R.A.C. Trials Car National Formula, eligible for the B.T.D.A. Silver Star and R.A.C. Championship, and the second for free formula machines, competing for separate awards. Entries close on September 17, and entry forms can be obtained from R. R. Mountford, 6, Orchard Avenue, Parkstone, Dorset.

750 M.C.—Application has been made for a permit to hold a closed invitation speed trial at Tarrant Rushton Aerodrome near

Blandford, Dorset, on Sunday, October 30. The West Hants and Dorset C.C. will assist with the running of the meeting, and the following clubs are invited:—Hants and with the running of the meeting, and the following clubs are invited:—Hants and Berks M.C., Gosport A.C., M.G.C.C., P.S.C.C. and B.A.R.C. Classes for touring saleons sports and racing cars are projected, and there will be separate classes for the 750 and 1,172 formula exchange of the 750 and 1,172

ponents.
Details and regulations from Mrs. M. D.
Morris, 4, Deans Road, West Southbourne,
Bournemouth, Hampshire.

Shenstone and District C.C.—The Buxton Rally on October 8 will be open to the following clube: —B.A.R.C., Hagley and District Light Car Club, Midland A.C., Midlands Motor Enthusiasts Club, Pathrinders and Derby M.C., Sheffield and Hallamshire M.C., Bugatti O.C., V.S.C. Entries, limited to 100, must be received by September 26. The 225-mile route will have two starting points at Shenstone, near Lichfield, Staffordshire, and Grindleford in Derbyshire. It will be largely a test of navigational skill, and there are no chassis-breaking sections. and there are no chassis-breaking sections. Details from M. F. Finnemore, 122, Colmore Row, Birmingham, 3.

# Close Finishes at Brands Hatch

O fewer than three of the ten races at the B.R.S.C.C.'s Brands Hatch at the B.K.S.C.C. Branch 4 were meeting on September 4 were won by less than one second. The really are racing began in the third heat of the Francis Beart Trophy race with a three-cornered fight between George Wicken (Cooper), Denis Taylor (Cooper) and Don Parker (Kieft).
Whilst leading by a small margin, Wicken's engine shed its carburetter, leaving Backer in the straint of Taylor through

ing Parker in hot pursuit of Taylor, whom he beat to the line by only 0.4 sec.

The 1,500 c.c. sports car race brought a spirited attack from Peter Jopp, driv-ing Colin Chapman's M.G.-engined Lotus. Starting from the back row he forged through the field and, gaining a little each lap on the leader, Gammon, made a neat pass on Paddock Hill on the last lap and romped home 0.6 sec in front.

There was a terrific struggle, too, in the unlimited sports class which began with Sears (Lister) taking the lead. Then Sears spun, letting Cunningham-Reid and Anthony through to continue their race-

long duel, separated by 0.4 sec at the flag.

It was after these two had completed their lap of honour, however, that a most extraordinary incident occurred. Just as Anthony and Cunningham-Reid were about to return to the paddock, an Austin-Healey driven by E. Braine appeared along the straight at full speed, and to every one's surprise all three cars were involved in a most expensive pile-up. Nobody was hurt, but tempers were badly frayed.

The final of the big 500 c.c. race of the day went to Iim Russell but only 3.6 sec behind came Dennis Taylor who, throughout the event, had driven better than ever before to stave off Don Parker.

For this closed club meeting, the B.R.S.C.C. can certainly be congratulated on drawing a crowd of some 12,000.

#### PROVISIONAL RESULTS

PROVISIONAL RESULTS

Francis Seart Trophy Rose: 15-tap has
15-tap final: Meat 1: 1. Cooper (3, Russell
n.p.h. 2, Revis (R. G. Bicknell): 5,
10.12 m.p.h. 2, Cooper (8, Levis-Evena): 5,
10.12 m.p.h. 2, Cooper (8, Levis-Evena): 5,
11 m.p.h. 2, Cooper (1, Levis-Evena): 5,
12 m.p.h. 2, Cooper (1, Levis-Evena): 7,
13 m.p.h. 2, Cooper (1, Levis-Evena): 7,
13 m.p.h. 2, Cooper (1, Levis-Evena): 7,
14 m.p.h. 2, Cooper (1, Levis-Evena): 7,
15 m.p.h. 2, Cooper (1, Levis-Evena): 7,
16 m.p.h. 2, Cooper (1, Levis-Evena): 7,
17 m.p.h. 2, Cooper (1, Levis-Evena): 7,
18 m.p.h. 2, Levis-Evena): 7,
18 m.p.h. 2, Levis-Evena
1

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BRISTOL 465, drop head coupe	63,384
SIMCA Aronde, 80 m.p.h., 37 m.p.g	€864
FIAT 690. The sensational new "penny a mile" car, a real four seater, 60 m.p.h.,	
55 m.p.g	£585
FIAT 1100, 80 m.p.h., 40 m.p.g., magnificent	6799
roadholding FIAT 1100 T.V., as above with sports engine.	
86 m.p.h	£1,063
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cars to substantiate our performance and fuel con-sumption figures. Our works are specially equipped and manned by specially trained personnel—a great advantage of dealing with a specialist firm.

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special radio	£2,695
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saloon, 5,000 miles, blue, supplied by	
us, one titled owner who has bought the	
larger model	62,495
1953 BRISTOL 483, black, heater, radio, remote gear change, as on the 1954 model	/1 22E
1953 BRISTOL 403, green, radio, heater,	21,122
demister	41,700
1952 BRISTOL 401, only 26,000 miles, black	61,400
1952 BRISTOL 401, 35,000 miles, supplied	
and maintained by us	€1,325
1951 BRISTOL 401, specially recommended,	
exceptionally well maintained, complete	
"mile by mile" history	€1,300
1950 BRISTOL 401, red, heater, radio, well	
looked after	41,025
1954 SIMCA saloon, 80 m.p.h., 37 m.p.g. by	7
demonstration, with the roadholding of	****
a sports car, grey	6635
1954 SIMCA saloon, as above, blue	6.033
1955 FIAT 600, grey, 2,600 miles, 60 m.p.h.	4535
1955 FORD Anglia, almost new	6580
1954 FORD Zephyr, drophead, heater, radio	6785
1954 FRAZER NASH 120 m.p.h. roadster,	2100
2/3 seater, cost over £3,500	€1,850
19SI JAGUAR XK120, grey, full history, one	
owner, not raced, bargain price	6635
1939 FRAZER NASH-B.M.W. " 328," but	
with specially developed 120 b.h.p. engine	
(40 h a h more than standard)	4535

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THESE NEW A.A. signs showing the distance to the nearest A.A. roadside telebhone box are a new addition to the Highland scene. The number of A.A. boxes in Scotland has been doubled during the past two years, and now these signs are being erected in the more remote areas where telephones are few and far between



Wrap-round windscreens and rear windows of safety glass are to be manu-factured by Triplex (Northern), Ltd., at their St. Helens factory.

Mr. R. A. Ross has been appointed General Representative in Argyll, Dunbartonshire, Stirlingshire and Glasgow (north of the river Clyde) by the Avon India Rubber Co., Ltd.

Our quotation of £800 as the price of the Opel Kapitan may have given the misleading impression that this car is available in this country; General Motors, Ltd., have stated that the Kapitan is not being imported to Britain.



OVERSEAS representative of the Society Motor Manufacturers and Traders, Mr. J. B. Mackie, recently left London Airport to visit the Gold Coast, on a sales promotion tour

Mr. H. E. G. Harvey, publicity manager of Ferodo, Ltd., friction lining manufacturers, is taking up a new appoint-ment with the Webster-Chicago Corpor-ation, who are specialists in electronic engineering in the field of entertainment.

Castrol lubrication wall charts are now available for the Austin Westminster and the Hillman Mark VIII de luxe saloon, Californian and convertible coupé. They are available free of charge on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1. Mr. R. J. Brown has been appointed materials engineer for the British Motor Corporation. Mr. Brown, who joined Morris Motors, Ltd., in 1929 as a chemist, is a fellow of the Institution of Metallur-gists, and an associate member of the In-stitution of Mechanical Engineers. He also serves on committees of the S.M.M.T., M.I.R.A. and B.S.I.

Mr. Gordon G. Goodwin has been Mr. Gordon G. Goodwin has been appointed Marketing Manager of Tecalemit, Ltd., of Plymouth. He was previously Publicity Manager for the Sheep-bridge Engineering Group. He will be responsible to the General Sales Manager, Mr. G. E. Cater. Mr. D. Emerson has been appointed Assistant Marketing Manager.

Mr. Charles Clive Crosby, of Mel-bourne, Australia, has been appointed a director of the Standard Motor Co., Ltd. He is already deputy chairman and managing director of the Standard Motor Products, Ltd., of Melbourne, who manufacture, assemble and distribute the parent company's cars and commercial vehicles in Australia.

Mr. A. Eaton-Clarke has been ap-pointed regional sales manager for tyres for London and the Home Counties by the North British Rubber Co., Ltd., of Edinburgh. His predecessor, Mr. L. J. Evans, is due to retire shortly. Mr. T. A. Bayliss has been appointed to a similar post to cover Birmingham, Bristol and the Leicester area, and Mr. W. A. Bower has been appointed for Leeds, Manchester and Newcastle.

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Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following hand-books and information:

No. 17177. Rover 60 and 75.

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eneral behaviour on the road.

No. 17178. Handbooks Required.

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"V.W.E."—1939 14-litre Jaguar.

"W.H.R."—1931 Moeris Cowley.

"R.W."—1938 Morris Fourteen, also a workshop

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	U.K. List Price	Total Price in U.K. in- cluding P.T. £ s d
A.C. 2-litre 2-door	1,027 12 2	1,456 18 1
Ace sports 2-seater	1,015 0 0	1,570 14 11 1,439 0 10 1,722 7 6
Acecs coupé ALFA ROMEO		
Giulietta Sprint coupé 1900 1900 Super Sprint	1,595 0 0 1,850 0 0 2,500 0 0	2,260 14 2 2,621 19 2 3,542 15 10
	2,500 0 0	3,542 15 10
Palm Beach 4-cyl. 3- seater	720 0 0 750 0 0	1,021 2 6
6-cyl. 3-seater 21-litre saloon K3 3-seater	1,250 0 0 1,100 0 0	1,061 12 6 1,771 19 2 1,559 9 2
Monte Carlo Safari estate car	1,375 0 0	1,559 9 2 1,949 0 10 1,949 0 10
ALTIS		
Coupé ARMSTRONG	1,285 0 0 1,360 0 0	1,821 10 10 1,927 15 10
Sapphire (synchro-		5
mesh box)	1,215 0 0	1,722 7 6
Sapphire (preselector) Sapphire (automatic) Sapphire limousine	1,404 0 0	1,990 2 6 2,706 19 2
Sapphire limousine ASTON MARTIN D82-4	1.925 0 0	2 778 4 2
Drop-head coupé DB3S competition AUSTIN	2,025 0 0 2,600 0 0	2,869 17 6 3,684 9 2
AUSTIN A.30 Seven 2-door Four-door	335 0 0	475 14 2
Countryman	355 0 0 395 0 0	504 0 10 560 14 2
A 40 Cambridge 7-door	458 0 0 468 0 0	664 2 6
Four-door A.50 four-door A.90 Westminster	478 0 0 558 0 0	791 12 6
A.135 Princess	1,665 0 0	2,359 17 6
Limousine L.W.B Saloon, L.W.B BENTLEY	2,000 0 0 2,000 0 p	2,834 9 2 2,834 9 2
Chassis Series S saloon	2.465 0 0	2 979 2 1
Series S saloon Hooper saloon Mulliner saloon	4,715 0 0	6,680 14 2
Mulliner saloon Continental chassis	2.510 0 0	3.033 9 7
Mulliner saloon Park Ward saloon	4,960 0 0	6,765 14 2
Mulliner saloon Continental chassis Mulliner saloon Park Ward saloon Park Ward soloon Park Ward soloon Type 501 Type 501 Type 502 F.H. coupé BORGWARD 1500 [sahelis	4,775 0 0	6,765 14 2
Type 501	1,400 0 0 2,100 0 0 2,750 0 0	1,984 9 2 2,976 2 6 3,896 19 2
BORGWARD		
2400 sports saloon	798 0 11 1,287 16 9	1,131 13 10 1,825 11 3 1,956 4 10
Saloon (Hansamatic) 2,400 Pullman Pullman (Hansamatic)	1,380 1 8 1,409 2 1 1,501 7 0	1,825 11 3 1,956 4 10 1,997 7 2 2,123 0 9
		2 976 2 6
Tyep 404	2,100 0 0 2,350 0 0 2,390 0 0	3,310 5 10
Type 403 Type 404 Type 405 Type 495 D.H. coupé BUICK	2,450 0 0	3,396 19 2 3,471 19 2
Century 4-door Super 4-door CADILLAC	1,975 0 0	2,799 2 2 2 2,869 18 10
CADILLAC Special 4-door	3,000 0 0	4,251 4 6
Special 4-door CHEVROLET Bel Air 4-door	1.275 0 0	1,907 7 6
Station wagon CHRYSLER	1,465 0 0	2,076 10 10
Windsor New Yorker CITROEN	=	Ξ
2 c.v Light 15	398 0 0	564 19 2
Light 15 Big 15	685 0 0 740 0 0	971 10 10 1,049 9 2
DAIMLER	1,040 0 0	1,491 9. 2
Coupé	1,066 0 0	1,511 5 10 1,736 10 10 1,672 15 10
Roadster Hardtop roadster	1,180 0 0	11.750 14 2
Century 34-litre Regency Sportsman's saloon	1,172 0 0	2.324 9 2
Sportsman's saloon 41-litre Regency Sportsman's saloon	1,870 0 0	2,777 15 10
	2,190 0 0 4,385 0 0	
DELLOW Mark IIB Two seater	4,385 0 0	6,213 4 2
Mark IIC Mark V Lightweight	477 0 0	676 17 6
2-sester D.K.W.	542 0 0	768 19 0
Sonderklasse	597 0 0 632 0 0	846 17 6
Cabriolet 2-seater	925 0 0 785 0 0	1 311 10 10
Station wagon	688 0 0	975 IS 10

(Continued on next page)



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600 1100 1100TV 1400A	412 10 0 563 10 0 750 0 0 774 0 0 980 0 0	585 10 0 799 8 2 1,063 12 6 1,097 12 6 1,389 9 2	Minor Traveller Cowley Oxford Oxford Traveller lais Isis Traveller	422 10 0 495 0 0 525 0 0 580 0 0 565 0 0 675 0 0	\$99 13 4 702 7 6 744 17 6 822 15 10 801 10 10 957 7 6
Full-light saloon FORD (Britain) Popular	1,385 0 0 275 0 0	1,963 4 2 390 14 2	Rambler Station wagon	1,450 0 0	2,054 13 7 2,141 14 2
Anglia Prefect Consul Convertible	360 0 0 395 0 0 470 0 0 570 0 0	511 2 6 560 14 2 666 19 2 808 12 6	Series 88 Super Series 98 de luxe Starfire coupé	1,640 0 0 1,985 0 0 2,080 0 0	2,324 9 2 2,813 4 2 2,947 15 10
Zephyr Six Convertible Zodiac	532 0 0 677 0 0 600 0 0	754 IS IG 960 4 4 BSI 2 6	Clipper Patrician	1,640 0 0 2,266 0 0	2,324 9 2 3,211 5 10
Customline Country Sedan	1,249 0 0 1,505 0 0	1,770 IO IO 2,133 4 2	Junior sports Dyna de luxe saloon	771 6 0 701 0 0	1,100 0 0 995 0 0
Thunderbird FRAZER NASH	1,639 0 0	2,323 0 10	PARAMOUNT Ten tourer If-litre coupé	625 0 0 675 0 0	886 10 10 957 3 4
Mark II 2-seater Targa Florio Gran Sport Le Mans coupé	2,250 0 0 2,250 0 0 2,250 0 0	3,188 12 6 3,188 12 6 3,188 12 6	Type 203 Type 403 Station wagon	633 15 11 796 2 11 732 12 4	899 0 0 1,129 0 0 1,039 0 0
Sebring 2-seater Fast Roadster HEALEY	2,500 0 0	3,542 15 10 2,338 12 6	Four-door Convertible	=	2,050 0 0 3,200 0 0
Austin-Healey 100 2-seater 100S HILLMAN Minx Special	750 0 0 1,125 0 0 458 0 0	1,063 F2 6 Export only	PORSCHE Type 356 coupé Cabriolet Super coupé Super cabriolet	1,260 0 0 1,380 0 0 1,380 0 0 1,500 0 0	1,786 2 6 1,956 2 6 1,956 2 6 2,216 2 6
Estate car Minx de luxe Convertible Californian	540 0 0 480 0 0 520 0 0 520 0 0	766 2 6 681 2 6 737 15 10 737 15 10	Type 550 Spyder RENAULT 750 fixed-head Convertible	2,715 0 0 422 10 0 550 0 0 796 0 0	3,847 7 6 599 13 4 780 5 10
Husky H.R.G.	398 0 0 895 0 0	1,269 0 10	2-litre Frégate	829 0 0	1,148 12 6 1,175 10 10
Rambler super saloon Rambler station wagon	1,266 0 0 1,410 0 0 1,788 0 0	1,794 12 6 1,998 12 6 2,534 2 6	14-litre 24-litre Pathfinder ROLLS-ROYCE	800 0 0 875 0 0	1,134 9 2 1,240 14 2
Wasp Custom saloon Hornet Custom saloon HUMBER Hawk Mark VI Touring Limousine	1,788 0 0 1,920 0 0 695 0 0 775 0 0	2,721 2 6 985 14 2 1,099 0 10	Silver Cloud chassis Saloon Hooper saloon Mulliner saloon Silver Wraith chassis	3,385 0 0 4,805 0 0 4,950 0 0 2,445 0 0	3,087 17 1 4,796 10 1 6,808 4 2 7,013 12 6 2,954 18 9
Touring Limousine Super Snipe Mark IV Touring limousine JAGUAR Mark VII	985 0 0 1,065 0 0 1,140 0 0	1,396 10 10 1,509 17 6 1,616 2 6	Park Ward saloon Mulliner limousine Hooper limousine Freestone and Webb	4,695 0 0 4,895 0 0 4,895 0 0	6,652 7 6 6,935 14 2 6,864 17 6
D.H. coupé F.H. coupé	1,127 10 0 1,160 0 0 1,140 0 0	1,598 B 4 1,644 9 2 1,616 2 6	James Young saloon	4,940 0 0 4,970 0 0	6,999 9 2 7,041 19 2
D-type 2-seater JENSEN Interceptor	1,700 0 0	3,663 4 2 2,409 9 2	75 90	820 0 0 895 0 0 915 0 0	1,162 15 10 1,269 0 10 1,297 7 6
Model 541 KAISER Special 4-door	1,285 0 0	1,821 10 5	Aronde	599 0 0	849 14 2
Manhattan 4-door KIEFT Sports 2-seater	1,100 0 0	2,460 0 0 1,559 9 2	S.M. roadster Hunter	510 0 0 687 10 0	723 12 6 975 1 8
Two-door Four-door	2,260 0 0 2,400 0 0	3,202 IS IO 3,401 2 6	Station wagon	630 0 0 700 0 0	893 12 6 992 15 10
D.H. coupé LANCHESTER Sprite	760 0 0	1,077  5  0	Eight family saloon Ten Estate car Vanguard	359 0 0 409 0 0 460 0 0 555 0 0	509 14 2 580 10 10 625 15 10 787 7 6
Appia Aurelia, Series II Gran Turismo Coupé Gran Turismo Spyder	1,250 0 0 1,550 0 0 2,115 0 0 2,115 0 0	1,771 19 2 2,196 19 2 2,997 7 6 2,997 7 6	STUDEBAKER Champion Commander	1.277 0 0	897 17 6 1,714 0 6 1,810 7 2
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MERCEDES-BENZ 180 180D (diesel)	1.260 0 0 1	1,694 0 10	Mark 1 2-seater	777 0 0	1,101 17 6
190SL	1,900 0 0	2,692 15 10 2,123 5 10 3,300 10 10	TRIUMPH TR2 2-seater TR2 Hard top	625 0 0 670 0 0	886 10 10 950 5 10
300S 300SL	3,902 0 0	5,528 19 2 4,392 15 10	VAUXHALL Wyvern	495 0 0 535 0 0	702 7 6 759 0 10
MERCURY Montclair M.G.		2,301 15 10	VOLKSWAGEN	595 0 0	844 0 10
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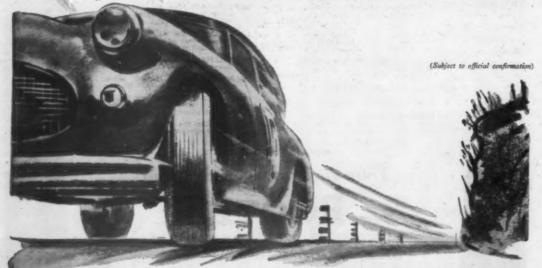
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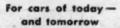
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1950 Pl saloon, recent reconditioned engine box just overhanded, just receilulosed, heater, 2 owners, excellent throughout; Richards & Carr, Ltd., 55, Kimmerton St., 4 Stone S409.

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers,—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. [W4018/B RICHARDS & CARR. Ltd., the best Allard buyers.-

GATEHOUSE offer:- ALVIS 1948 Alvis 14/75 drop head, grey; £475.

948 Alvis 14/75, black, red uphelatery; £535.

1938 Alvis 12/70, choice of 3, all splendid condi-1937 Alvis Speed 20, a specimen car, attractive 1936 Alvis IP frebird saloon, black; £195.— 1936 Gatehouse Motors, Ltd., Highgate (C2021 CHARLES FOLLETT, Ltd., offer:—

1952 Aivis S-litre, special sports tourer, metallic excellent condition; E825 (cost new £1,948) (S-HOWROOMS.-18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores—Barnsdale Elgin Avenue, W.9. Cunningham 5956.
1938 Alvis 19.8 saloon; £185.—Below.

1946 Alvis 25hp Chataworth saloon; &425. 3
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Horney, Mountriew 5228 and 5774.

BROOKLANDS: Alvis London Distributors.

1955 models available, demonstrations.

1954-series Alvis 3-litre drop head coupe. GUARANTEE; cars purchased for cash.

103. New Bond St., London, W.1. Mayfair 8551, FC1029 1948 Alvis 14 drop head coupe, grey with grey
PARKERS (MANCHESTER & BOLTON), Ltd., Bradshargate. Solton 4600
1952 Alvis 3-litre salson, black/beige, one owner;
ONHAM & MAINES, 46, Caelle St., Luton, 2100,1
(Cloris

1949 Alvis TA14 saloon, blk./loose covers, first class condition throughout.

A. FREEMAN. Ltd. Grosvenor Garage, Burnage Lane, Manchester, 17, Rus. 2874-5. [2528]

ALVIS Speed 20 1935, excellent condition; £190.— Bailey, '2. Victoria Rd. Newton-le-Willows. £525.—1948 Alvis 14 saloon, exchanges, etc.— Tel. 4965. [Cloto

1938 Alvis 19.8 Silver Crest saloon, very good condition, recently overhauled, fitted wireless £175.—Box 6317. A LVIS Silver Eagle 2-seater sports, beetle back, sound throughout: £85, o.n.o.—Rock Hotel, Alum [2160]

Rock, B'ham, 6. Eas. 1681.

1952 Alvis B-litre aports aaloon, finished in ber, one owner, a luxury car; £745.

1949 Alvis 14 saloon, black with brown leather upon owner, a luxury car; £745.

1948 Alvis 14 saloon, black with brown leather upon owner, a luxury car; £525.

1948 Alvis 14 saports saloon, finished in black, the control of t 1936 Alvis 13 Firebird saloon; £110.—Mitchell, 4, Haymarket, Little London, Culsheth War-

1951 Aivis, 3-litre, grey, 25:300 miles, one owner, excellent condition, serviced Aivis; £775.—McAlpine, 57h, Wimpole St., London, W.1. [2379] CASS'S MOTOR MART.—1950 Alvis 14/75 black, R. & H., 36,000 miles; £675; writte antec.—5, Warren St., W.1. Euston 4110. £120-1934 Alvis 12 Firefly saloon, 2.000 since rebore, new roof, head lining, taxed December, excellent condition.—Box 6326. taxed December, excellent condition.—Box come.

LVIS 1990 (Nov.) Le Mans type 4-str. d/nd, just
A had respray but requires new top, mechanically excellent; 2425; terms and exchanges.—Oscar Moore, 204
Ballsrds Lane, N.5. Pinchley 2520.

TaxKaRD & SMITTR, Ldd, offer: 1951 Alvis 3-litre
saloon, black, red leather uphelstery, heater, exceptional condition; 2775; 5 months' written quarantee.—
194-196, Kings Rd., Chelses, E.W.5. Flaxman 4801.

(C4022

4.3 Aivis short chassis, perfect condition ledged to be among the very best of marque, genuine mileage only 60,000; first £500.—Box 6561.

6500.—Box 6361.

PRUTONS.—Alvis 1956 Speed 20 open maintained, black, twin spot lights a Andre tele-control, well shod, handsome 1s, Lexham Gardens Mews, W.S. Frema

1954 (March) Alvis saloon, black with brown hide genuine mileage under 4,000; supplied an maintained by us; £1,350.—R. J. Shanim & Co.. Ltd. Baker St., Weybridge. Tel. Weybridge 117 & 1534.

1951 Aivis 3-litre sports saloon, black, red is (2162 one of the control of the c

1936 Aivis Speed 20, engine in excellent condition, maker pump, 2 new varve springs, dynamo overhauled, reconwater pump, 2 new tyres, body fair, £160, o.n.o.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hou. 0011.

AFN., Ltd., Falcon worse,
Hou. Goll. Falcon worse,
E745 genuine one-owner car supplied by leading
Alvis distributors and maintained by them on behalf
of its late owner at regular intervals since new, immaculate 2-colour finish, a superb example.
CAMDEN MOTORS, Leighton Buzzard 2041.—Write
for catalogue; showrooms open until 8 p.m.
(1035)

A LVIS-DUNCAN streamlined coupe, cream, 1948 tangplus, shock showbern etc., 2 good owners only; —Johns, 62, Park Avenue, Ruislip, Middlesex, [2392]

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[W4018/R

EXCELLENT cash prices for good Alvis cars.

-H. F. Edwards, 28:734. Upper High St., Epsom.
Surrey. Tel. Epsom 9400. GATEHOUSE MOTORS require 12/70 coupes and galoons, also 14/57.—Gatehouse Motors, Ltd., High-gate Village, London, N.6. Tel. Mountyiew 4444.

SERVICE and spares for Aivis cars.

ALVIS, Ltd., Service Station, 632, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alvisar, Cold, London, AlD at Aivis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams Alvis, Coventry.

CHARLES POLLETT, Ltd., Alvis Specialists. SHOWROOMS: 18, Berbeley St., W.1. Mayfair 6266.

SPARE parts. SERVICE Barnsdale Yard, off Eigin Ave., W.9. Tel. [0691/R]
MANCHESTER.—Alvis repairers and spares, main agents.

IM agents. Avis repairers and apares. main A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653.R] KINGSTON-ON-THAMES.—Alvis specialists for asles and service.

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G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Eingston 2241. [84053]

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New Ford Canadian Customline saloons (r.h.d.), with or without Fordamatic drive; immediate

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1951 (November) Packard 4-door touring sedan in 1951 (November) Packard 4-door touring sedan in 1961, the packard transmission, radio, heater equipment, white wall tyres, seat covers; this car is shoolutely like new chartler, had one careful owner and only covered 4-door miles and has our full guarantee; £1,750.

1947 Packard Clipper de luxe s. right hand drive.

guaranteed: £595.

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SIMPSON'S 1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

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1955 new Pontiae Chieftain V8, r.h.d. 4-door aloon, falson grey.

1955 new Oldsmoolle 88 coupe fitted with extras.

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A MERICAN, Continental and English cars taken in part exchange. A MERICAN, COMMENSA part exchange. SIMPSON'S CARS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/ [C4015 JOE THOMPSON MOTORS, Ltd., offer a selection of Jiate model cars, in excellent condition, at competi-tive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Futham Rd., South Kenshigton, S.W.S. Kensington 4959.

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PFICIALLY appointed retailers for the Armstrong Siddeley Motor Co.;—
FAR the largest stock of new and used Armstrong Siddeleys in the country.

1955 Exampline Mark II (reg. March. 1955), automatic gear box, twin carbs, black with being interior. Made. v. very low milesges indeed, as new; 1475.

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1952 Armstrong Siddeley Whitley saloon, 2-tone blue/grey, blue upholstery, radio and heater; £630.—Kingston :600. [Closs CENTRAL GARAGE (CROYDON), Ltd., offer:—

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1947 Armstrong Lancaster saloon, radio, seat 1952 Armstrong Whitley saloon, radio, heater, seat 2002 Covers, syncromesh gear box, 20,000 mites

only: across a yncromesh gear box. 20,000 miles 1953 Sapphire. 2-tone grey, red upholstery, presidence gear box, radio and fitted with 1955 1954 Sapphire, blue and allver grey, blue leather, preselector gear box, radio, etc., works maintained: £1,295. The preselector gear box, shop soiled 1954 Sapphire, preselector gear box, shop soiled ALL the above cars carry our 3 months' guarantee. SHOWROOMS: 28, Albemarie St., W.1. Hyde Fark

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THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and FULL OFFER the following used examples:-

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1955 series model Armstrong Stddeley Sapphire, black red upholstery, Ace rimbellishers, cream steering radiator blinds, 16,000 miles, bridgered and maintained by us. £1,450.

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1950 (May) Armstrong Siddeley Whitley saloon, black, brown, one owner, first class condi-1. Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4066. RROWN'S GARAGE (LOUGHTON), Ltd., offer:-

1947 Armstrong Siddeley Hurricane coupe, recently overhaufed, leather hood, excellent condition throughout; 2375.—Brown's Garage, Loughton (Essex) 6262 (Tube).

1948 Armstrong Typhoon, foe blue, Tygan covers, ERIC HAYES, Ldd., 13, Bishope Bridge Rd., Paddington, W.2. Ambassador 8265.

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1948 Armstrong Siddeley Typhoon, finished black, excellent condition throughout; £595; maximum h.p. terms available.

maximum h.p. terms available.

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1954 (Oct.) Sapphire automatic gear box black, ton: £1 speeder readings, 5,000 miles, exhibition conditions: £1 speeder readings, 5,000 miles, exhibition conditions: £1 speeder peakings, 5,000 miles, exhibition conditions; £1 speeder peakings, 5,000 miles, exhibition conditions; £1 speeder peakings, \$100 m

SERVICE.—Works and Stores—Barnsdale Yard off Elgin Avenue, W.9. Cunningham 5936. (C2010 S Eigh avenue, w.y. Cunnungnam solver S Sales Division, offer:— 1935 Armstrong Siddeley limousine, 7-seater, with Armstrong Siddeley limousine, 7-seater, with partition; £175.—555, High Rd., Wenhiley, Middx Tel. Wembley 4422.

1953 Armstrong Siddeley Sapphire saloon dark DUNHAM & HAINES, 46, Castle St., Luton. 2100.1 (C1079

£395.—A/8 Lancaster de luxe 18hp saloon. miles, perfect, 1950-1. pre-selector, year.—Hampstead 7871.

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1954 Armstrong Sapphire saloon, blue/silver, 1955. brake modifications, 4 new tyres, 16,000 mess, one owner; \$1,225.—Salmons Garagee, L4d. Temple Bar 3536. (C4029

I IMOUSINE 17hp 1939 7-seater with full width face forward occasionals, rear upholstery in Bedford cord, leather in front, good tyres, taxed December 51, in excellent running order in bits cellulose; offered at

ROST'S CARS, Ltd., Albert Place Garages, Ballards Lane, Finchley, N.S. Pinchley 7300 and 5611 [2151

ARMSTRONG SIDDELEY
1951 (May) Armstrong Whitley preselector, black,
armon leather, one owner, taxed year, excellent condition, guaranteed; £575.—V.F.M. Motors,
Crowborough 5386.

1947 Armstrong Siddeley Hurricane drop head 4. Tyan covers, heater, taxed Dec.; £345.—Culler, Barn Cottage, Walberton, Arundel. Tel. Eastergate 567.

1955 June registered Armstrong Siddeles Saphoren, 700 miles only; thus car is as new Hamtune Motors, Ltd., 59, Sheep St., Northampton. Tel. 1346.

ARCHIE SIMONS & Co., Ltd.—1952 Armstrong Siddeley Whitley 6-lt. saloon, black/brown leather, manual gear change, nominal mileage, one owner since new excelent throughout: £655.—94, Gt. Portland St., W.I. Lan. 1345.

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4468. [C3025]
\$2.195 | 11 — Armstrong Siddeley 25hp long-chassis 8-seater limousine, 1940, dhished black with forward occasionals, division and discs, quite a good specimen of this excellent series; ready for immediate use and guaranteed in writing.

CAMDEN MOTORS, Leighton Bussard 2041.—Write for catalogue; showrooms open until 8 p.m. [C1035]

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Tel. Oxford 61507.

1953 Armstrong Sapphire saloon, radio, synchromaintained car, grey with red interior; £1,195.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081.

OBSI.

OSE & YOUNG, Ltd., offer 1954 Armstrong Siddeley Sapphire, 12,000 miles only, one owner, preselectric, fitted radio, duo-grey: £1,175.—65-69, Sternhold Ave.

Streatham Hill. S.W.2 (1 man. Streatham Hill Station). Tube Hill 9464.

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FOR immediate delivery owing to cancelled order and the new special Armstrong Siddeley touring imouning the cancelled order the control of the cancelled order the cancelled order the cancelled order the cancelled order to the cancelled ored order to the cancelled order to the cancelled order to the can

Ectors another one-owner motor car, magnifeently another one-owner motor car, magnifeently agently, specioneter reading 27,000, believed genuine, whole condition like a 5,000-mile motor car.—Below.

\$\frac{465}{2465}\$ saloon, magnificent vehicle, as nice as the ones advertised above.

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WILSONS "The Enthusiastic Owner-Agenta," have all 254 Sapphires for sale; from the first owner and the fir

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Complete a Survey of the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube). W.S. Ham. 6041.

ALMOST new Armstrong required immediately.—54.

Streatham Hill. S.W.2. Tulse Hill 2676. (198016

AS Surgently require, 1951/52 Limoustines, good prices for genuine vehicles.

ALPE & SAUNDERS. Frovidence Court, North Audier Street, Mayratir, 2941.

KIRKWOOD: CARS buy pre-war Armstrongs.--78. Streatham Hill, S.W.2. Tulae Hill 1288. [W2037

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EXCELLENT cash prices for good Armstrong Siddeley cars.—H. F. Edwards, 154, Great Titchfield St. London, W.1 Tel. Langham 0012.

PRIVATELY owned 7-passenger 1951/52 limousine required; details pleass.—Woodbury, Sheen Common Drive, Richmond.

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ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PERSELECTOR gear boxes, exchanges, reconditioning the services of the services of the services of the services. B.W.3. Ken. 7301 and 7331.

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WILBORS. "The Enthusiastic Owner-Agenta." are pleased to offer Service that Excels."—34. Acre Lane. S.W.2. Brixton 4011, or 1-3. Dovking Rd.. Box 1987. [1988].

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1952 Aston Martin DB2 saloon, fitted radio, etc., exceptional condition; £1,395.—65-69. Sternhold Ave., Sreatham Hill S.W.2 (1 min. Streatham Hill Station). Tude Hill 6464. CHARLES FOLLETT, Ltd., offer:-

1955 Aston Martin DB2-4 sal., metallic blue. speedo reading 3,900 miles, radio, really superb condition, heater, etc.; £2,475; part exchange and E.P. facilities. SHOWROOMS.—18, Berkeley St., W.1., Mayfair 6266.

SERVICE.—Works and Stores Barnsdale Yard off Eigin Avenue, W.9. Cunningham 5986. (C2010

1953 Aston Martin DB2 drop head coupe, 11,650.—Fortsmouth Rd., Thames Ditton. Embe

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1955 DB2-4 zeries d/h., cream, red leather, 9,000
1954 DB2-4 seloon, burgundy, 21,000 miles;
1953 DB2 seloon, £550 worth of extras, Vantage
Holland Fark Avenue, W.11. Park 2626. [C2065]
BROOKLANDS, Asto: Martin Distributors.

1955 DB2-4 salcon and coupe, available demons.

1955 Asion Martin DB38.
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1953 Aston Martin DB2 Vantage engine D.H.
BUY or sell with confidence. Guarantee.

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Arnold 2398.

265 ms.—Aston Martin, 1938 15/98 ahort chassis d.h. exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

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CHILTERN CARS offer the following Aston Martins from stock: 14-litre Le Mans short chassis 2/4-steater, £295; 14-litre long chassis 4-seater, cvery fine example, £355; 14-litre Le Mans sports saloon, £160; termé; exchanges,—11s, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060.

A STON MARTIN 3-litre saloon, Feb., 1955, blue base with grey leather upholstery, over £100 extras incomer taxes and 11,255, £2,550—18118 & Sons, £45.

Morris House, Morden Rd., S.W.19. Liberty 8221, 57.

Hill Rd., &W.19. Wilmbiedon 259.

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A Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

£1800 immediate cash offered by private for as new DB2-4 Aston Martin.

FRIARY MOTORS, Ltd., sole rippliers of spares, including reconditioned engines for all Aston Martin cars produced up to 1940; specialised servicing facilities.

AUSTIN SEVEN
AUSTIN 7 aports special, extremely lively.—Write
J. Crozton, whiteliffe, Ludlow, Shropshire, [2298
SIMPSON'S MOTORS (WEMBLEY), Ltd., English
Car Sales Division, offer:—
1938 Austin 7 Ruby tourer £165: 1939 Austin
Hiddx, Tel Wembley, 4422-195, High Rd., Wembley,
Wembley, 4422-195, High Rd., Wembley,
1938 Austin Big 7 saloon, excellent condition,
Merstham.

Merstnam. 2414

195 ns.—Austin 7 1936 nippy spotts, carefully used, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

### Stead (Hampstead Tube). Hampstead 6041. [C4018 \*\*AUSTIN A30 \*\*AUST

ONDON Distributors

1954-55 Austin A50 2-door saloon, black with red ROWLAND SMITH'S, the Car Buyers.—Highest cash Car MART, Ltd., 320. Euston Rd., London, N.W.I. (C1039) Rd., 6041. (C1039) Rd., 6041.

NEWNHAMS, Ltd. 1955 Austin A30 saloon, 5,000 miles; £463.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. PHILIP RICKARDS, Ltd., offer:-

1954 (July) Austin A30 4-door maloon with heater, grey, 8,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.I. Tel. Growtenor 4772-3.

CMI CAR SALES (Pri. 6623) offer;-

THREE months' guarantee; terms, list on application.

PROBLEM NOTOR CO. (SURREY), Ltd., offer:—

PARENTA MOTOR Co. (SURREY), List., offer:—
1954 Austin A50 saloon, grey, Steed heater, one
PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix
House High St., Sutton, Surrey. Vigilant 1121.
A30 1954 2-door saloon, black, carefully used; £445.
A30 1954 2-door saloon, one owner, green
Bellow.
A30 0-Bellow.
DEMEAM SERVICE STATION, Ltd., Denham. Bucks.
Tel. Denham 2366.

1955 (May) Austin A30 4-door saloon, green, beigt uphoistery; best offer over £510.—Box 6366 1954 Austin A50 salcon, low mileage; £485.—A. N.W.9. Tel. Colindais 3168.

H.-POWER twin carburettor conversion now available, gives 75 m.p.h. 0-50 m.p.h. 13 seconds; £35

fitted; send for data:
ALEXANDER ENGINEERING Co., Ltd., Haddenham.
Bucks, Tel. 345 [C1094]

1955 Austin A50 4-door saloon, grey, red interior, 27,000 miles only, as new; B.M.O. 4 months' warranty; £525.—Trinity Cars. L4d., 94, North Side. Wandsworth Common, S.W.S. Vandyke 1166. [24034

Wandsworth Common, S.W.S. Vandyke 1166. [C8053]
PRIDE & CLARRE, Ltd.—1954 Austin A50 -4-door
Paloons, low mileage, heater, several from £459.
1953, 11,000 miles, £49: terms: exchanges; lists:
guarantee.—257, Brixton Hill, S.W.Z. Tul. 3664—5Severantee.—257, Br

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 582, Streatham

CAR MART, Ltd., 582, Streatham

(6959, R

ROWLAND SMITH'S, the Car Buyers,—Highest cast, prices for Austin A30.—Hampstead (Tube), N.W.3 (W4018/R

Ham. 6041.

SIMPBON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer ivo., 2215; 1940 Austin Rd. Wembley, Middx. Tel. Wembley 4422.

(2001) 1947 Austin 8 mileon, black, sliding roof, execilent condition; £275.—Box 6357.

£255 -1940 Austin 8 saloon, two owners of specimen.—Haverstock Garage, 50, Eav. Hill, N.W.3. Gulliver 2422. £295!!!—1947 Austin 8 de luxe, one owner, ne-engine and tyres, black, excellent condition terms, exchanges.—Perivale 0550. [226

1947 Austin 8 solon; outstanding condition, 34,000 one private water 5 solon; outstanding condition, 34,000 one private water, 550 of a solon; oto, taxed pour private water, 550 of a solon; oto, taxed pour 1947 Austin 8 4-door surchine solon, black, excluding 1947 Austin 8 4-door surchine solon, black, excluding 1948 austin 8 4-door de luxe salon, engine over-hauled early this year, very good order; £350.

1947 hauled early this year, very good order; £350.

G. W. Wilkin, Lid. Lidn Gate, Hampton Court, Middlesex, Mol. 6109.

1940 model Austin 8, completely new interior, and loose covers and shock absorbers, all roof, very exceptional condition; £245 or near off St. Albana 148.

Austin Eight Cars Wanted

PRIVATELY owned Austin 8.—5. Brae Court, Kincston Hul, Surrey, Tulse Hill 2768.

WANTED from private owner, 1946-7, Austin 8hp:
65. Highbury Park, N.5. Can, 1630.

H. A. SAUNDERS require 8hp saloons for cash or cach or c

ROWLAND SMITH'S, the Car Buyers — Highest cash prices for Austin S.—Hampstead (Tube), N.W.3. [W4018/R AUSTIN TEN

£335 -1947 Austin 10 saloon, one owner, immaco late. Haverstock Hill N.W.3. Gulliver 2422.

1946 brown hide, sliding roof, reconditioned engine ust fitted, 6275.—Robbins, East Puney. Tel. 781. Tel. 1946-7 Austin 10 de luxe saloon, black, brown hide, sliding roof, reconditioned engine, 1946-7 Austin 10 de luxe saloon, black, brown hattery, good tyres, definitely show swerasce; early good tyres, definitely shows wereasce; End Lane, N.W.S. Hampstead 649.

Austin Ten Cars Wanted

H. A. SAUNLERS require 10hp saloons for cash or part exchange.—144 Golders Green Rd., N.W.11. Specdwell 0011.

**AUSTIN A40** 

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillaide 6621, offers:—1954 Austin A40 Bonerset saloon, black with red lesslar uphostery, wing mirrors, mileage 19,300, one owner, immaculate condition; £655.
W HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillaide 6621. DICKS.

1950 model Austin A40 Countryman, bargain at Dicks CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6388-9. (C1072 NEWNHAMS, Ltd.

1954 Austin A40 seloon, excellent condition; £595. NEWHAM House, 235-7-9, Hammersmith Rd., London, W.S. Riverside 4646.
METROPOLITAN MOTORS.

LILLMAN, Humber, Sunbeam, Commer.

1949 Austin A40 Devon salcon, fitted radio, etc., the first-class condition: £415.—Metropolitans Rotors, Moors, Horn Lane, Acton, W.S. Accorn 5064. [C3060]

1953 Austin A40 foursome coupe, superior condi-tion throughout: 2595. B. J. HUNTER, Ltd., 22. Cricklewood Breadway, N.W.Z. Tel. Giadatone 5303. [C2040] DHILIP RICKARDS, Ltd., offer:-

1954 (June) Austin A40 Somerset saloon, black/ 1954 brown, full de luxe with radio and sun roof, 11,000 miles: part exchanges; deferred terms.—4, Brick 8t., Park Lane, London, W.I. Gros. 4772-5, 1000 cross of the control of the con H. A. SAUNDERS, Ltd., effer;-

1953 Austin A40 Countryman, grey, rec. mileage 29.561; £595. coupe, green, green upholstery, 1954 Aumilease 11,700, radio; £645. 836—642, High Rd., R.12. Hillside 5272 (8 lines),

H. A. SAUNDERS, Ltd., OF WORCESTER.

1954 Austin A40 Somerset saloons; choice of 7; we havite comparison and feel sure that there can be able to the comparison and feel sure that there can be able to the comparison and feel sure that there can be able to the comparison and feel sure that there can be able to the comparison and feel sure that there can be able to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the comparison and feel sure that there can be compared to the co

A JUNEAU & AIRCRAFT SERVICES, Ltd., offer1950 Austin A40, 24,000 miles only, very good
MARLEOROUGH Works, Kenion, Tel. Wordsworth
7805 (5 lines).
1954 A40 Somerset, black, red leather, one owner
car, 8625.
1953 Austin A40 Somerset; £565.—Below.

1951 Austin A40 Devon; £495.—Below.

ALL shows are one-owner, low mileage cars and each a fitted with heater; hire purchase and part exchanges vectoomed. Herbert & Mills, Church Rd. Ashford, Middx. Tel. 2960.

1954 model Austin Somerset, sun roof, heater; 555
SCOTT CARS. \$47, Finchley Rd., London, N.W.S. [C4016

SCOTT CARS. Ser. Francisco.

7 Tel. Rampstead 773/9676.

1953 Austin A40 convertible, very pretty car; £545.

1953 Austin A40 countryman, above averages: £510.

1954 Austin A60 Someraet mloon, belgs/tan upholstery, beater, one owner; £625.

1954 Austin A40 Someraet mloon, black/red upholstery beater, one owner; £625.

1954 Austin A40 Someraet mloon, black/red upholstery overriders; £635.

1ACK OLDING & Co. (MOTORS), Ltd. May, 5942.

1ACK OLDING & Co. (MOTORS), Ltd. beater.

1951 Austin A40 Devon saloon, black, fitted heater, 1954 Austin A40 Devon saloon, stone grey, fitted heater, 200 Austin A40 Devon saloon, stone grey, fitted heater, 200 Austin A40 Devon Saloon, stone grey, fitted heater Constant Constant

S TIMPSON'S MOTORS (WEMBLEY), Ltd., English S Car Sales Division, offer:—ca Assert Market Ado asloon, &500; 1952 Austin A40 Countryman, &495.—355, High Rd., Wembley, Midda. Tel, Wembley 4422.

Middx. Tel. Wempley was. £450 iii—1952 model A40, steering column change one owner; terms, exchanges.—Perivale 0530 [226]

1951 Austin A40 Countryman, heater, well main-tained; £470.—Tel. Leytonstone 4417; 9-5.50,

1955 Austin Cambridge saloon, works mileage, ex-changes.—Reliance 5071; after 6. Victoria [1840]

1953 A40 maloon, de luxe, sunshine roof, leather up-holstery, heater, blue, one owner from new:

DENEAM SERVICE STATION, Ltd., Denham, Bucks. Political Denham 2266.

SPORTS A40, 1982 model, heater; £495.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne (C2073

£555 111 1953 Austin A40 Somerset de luxe saloon, one owner, 20,000 miles, like brand new.—

Below

11 1950 Austin A40 de luxe saloon, 2 owners

1 AMBS OF WOOD GREEN (88: 1897).—100 guaran
2 ded cars: exchanges; hire purchase - 41. 423. High

2 leef cars: exchanges; hire purchase - 41. 423. High

2 leef cars: exchanges; hire purchase - 42. 423. High

2 leef cars: exchanges; hire purchase - 42. 423. High

2 leef cars: exchanges; hire purchase - 42. 423. High

2 leef cars: exchanges; hire purchase - 42. 423. High

2 leef cars: exchanges; hire purchase; leef cars: exchanges; leef cars: exchang

1952 Somerset, grey, heater, one owner; £495.— N.W.3. Primrose 4441.

Frintrose 4441. (V 595 pressure and the state of the stat

stead 6041.

1953 Milesure: 8545.—Cavendish Motors, Cavendish Rd., N.W. 6. Will. 0046.

1952 Austin A40 G.S.3 Devon saloon, black, heater, beater, beater, beater, beater, beater, beater, beater, construction of the constructio 1954 (July) A40 Somerset, grey, sun roof, heater, leather, washers, 10,000 miles, owner-driver; 2650.—Sanderstead 3257.

1955 (July) Austin A40 Countryman, 2,200 miles, Ed. Godalming. Tel. God. 640.

1954 Austin A40 saloon, black, one owner only, arguerial control of the country of the count

Tel. Colindale 5185.

1948 Austin A40 saloon, l.h.d.: £335,—Moot Rd., Bucknurst Hull, Exsex. Tel. 1171-2.

1952 Austin A40 Samarset, beige, heater, ware, exceptional condition: £545.—Moor ways Garage, Swiss Cottage, N.w.5. Frimrose 1127

1949 Austin A40 sunshine saloon, heater, radio, we low low low for the first state of the

AUSTIN A40 1950, one owner, very good con-excellent appearance, tartan covers, taxed £375.—Son./Ldr. Merrick, R.A.F., Northwood, Tel. 2200.

19.54 (Dec., '55) Austin A40 Somerset, an immacu-19.00 miles, finished blue, b.ue leather, spare unused, 19.00 miles, finished blue, b.ue leather, spare unused, 19.50 hastin A40 de luze saloon, grey, blue leather, 19.50 heater, wing mirrors, moderate milesage good condition, tazed year; £445.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 3451-2, [CS911]

1952 440 sports, beige red leather, hood and body-least work very nice, superb mechanical condition: £495; written guarantee, terms, exchanges; trade en-quiries welcouned. HAROLD SIMONS, Ltd., 397/401, High Rd., East HAROLD SIMONS, Ltd., 397/401, High Rd. (C4055)

1954 A40 convertible, blue, as new, 8,248 heater, spare unused one owner; & Esplanade Garage (Rochester) Ltd., Kent. Tel.

1954 Austin A40 convertible, black, radio, heater, etc., one owner; £595.—Edgar Harrison, Ltd., 35, North Row, Park Lane, W. I. Tel. Maylair 0402.

1951 Aus'in A40 G83, grey/brown, heater, one owner; £275; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few microsoft Clapham Junction). Bat. 2252.

1954 Austin A40 Somerset, 5,000 miles, imm condition, cream, red leather upholster apolitishts, mirror, still under guarantee, illness aale; &645.—Box 6552.

ale; £645.—Box 6532.

1953 Austin A40 saloon, heater, a well-kept oneowner car, highly recommendable, beige with
beige interior; £595.—Henlys, Henlys Corner, North
Circular Rd., N.W.I. Finchley 0081. [2451

1953 Austin A40 Somerset saloon, in pale green, heater, all new tyres, first-class condition; £595.—Hillwood Moters, Mill Hill (London) 4232. [2135]

A RCKIE SIMONS & Co. Ltd.—1951 model Austin A40 saloon de luze, grey hius leather, fitted heater and surroot, taxed, occulent condition: 8475.—94, Gt. Portland St., W.I. Lab. 1345.

G&M ALFREDS (1986), Ltd.—1952 (November Laborate, 18,000 miles; 2525.—6-7, Warren St., W.I. Euston 3568.

23.52. PRIDE & CLARKE, Ltd.—1954 Austin Somerset algons, low miles, heater, £599; 1955, 16.000 miles, heater, £549; terms, exchanges; lists; guarantee.—Stockwell Rd., 8.W.9. Brixton 6251.

1954 Austin Somerset salcon, grey, silding roof, heater, one owner, 13.560 miles; £595.—
George Newman & Co., 569, Euston Rd., London, N.W.1. Ens. 4466.

AUSTIN A40

1953 Model Austin Somerset de luxe micors, black, low milesge; £550.—Below.
1954 Somerset coupe, heater, 13,000 miles, finished 1954 Somerset coupe, heater, 13,000 miles, finished 1954. Fore, Ltd., 115, Addiscombe Rd., East Craydon, Addiscombe 3066.

1949 Austin A40 saloon, grey, brown interior, fitted with heater, radio excellent car: £598.—London Cars, 592-6, Greenford Rd., Greenford, London, Waxiow 2648/4407.

.953 (September) A40 Somerset coupe, one owner, radio heater, new hood, immaculate; £545.—
lchards & Carr. Ltd., 35, Kinnerton St., 8.W.1.
(7304) 1955 Austin A40 Cambridge saloon, 6,000 mi 15-14. Upper St. Martin's Lane, London, W.C.2 (a Leiceater Square Tube Station). Temple Bar 5383.

Leicester Square Tube Station). Temple Bar 3598.

1952 And de luse saloon, heater, leather, taxed, whileage: 6555, H.P. terms, part exchanges. Perry D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C3098]

1952 with loose covers, heater, excellent condition, mileage only 25,000; £485.—Engelbach. Eighways, Woldingham, Surrey, Woldingham 3226.

2550 Mendip grey, brown leather uphoistery, sunshine roof, overriders, heater, recent new engine and tyres, excellent condition throughout; H.P. terms available.—Gordon Mackintosh, Col. 7524.

M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A60 cars and vill pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5.
Ealing 6000.

Highest cash

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3.
Ham. 6041. ALMOST new A40 required immediately.-54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

A40 buyers.—Motourists (London), Ltd., Great 2301-2. Tudor [W3018] EXCELLENT cash prices for good Austin A40 cars.—H. F. Edwards, 28/34, Upper High St., Epiom. Surrey. Tel. Epsom 9400. (W2001

H. A. SAUNDERS require A40 cars for cash or part exchange.—144, Golders Green Rd., N.W.11. Speedwell 0011

Speciwell 0011

WHY accept less for your Austin A40 Countryman
or estate car, or your Devon or Somerzet salcon,
when your get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-20,
Crickiewood Bdy., London, N.W.2. Gladstone 2234.
Open week-days 8 a.m. to 6 p.m. [W2008

CMI CAR SALES (Pri. 6623) offer:—

1955 Austin A50 de luxe saloon, grey, one owner, THREE months' guarantee; terma, list on application.—Swiss Cottage, Finchley Rd., N.W.S. [C1061 1955 A50 saloon, black with heater, 2,600 miles only, one private owner; £710.—195, Cressez Rd., High Wycombe. (2113

17-35 only one pittage of the control of the contro

Austin Ass Cars Wanted

CAR MART, Ltd., London distributors are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Webh Harp, Edgware Rd., N.W.9 Henden 6500. [0050/R AUSTIN TWELEVE
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer—S. High Rd., Wembley, 1939 Middx. Tel. Wembley 4422. [C4015]
1937 (condition: £195.—Kirkdale Cars, Cobba Comer, Sydenham, 82.8.8. Sydenham 6139. [C2058]
A USTIN 12 saloon 1936, garage maintained, excellent condition and appearance taxed and insured; £150.—94. Wornt Pleasant, Cockfosters, Barnet 8867. [2404]

£225 111-1940 Austin 12hp 4-door saloon, new-type model, similar to post-war series, good mechanically and with excellent tyres, outstanding value mechanically and for money. MOTORS, Leighton Bussard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

C1035

ROWLAND SMITH'S, the Car Buyers.—Highest cath
prices for Austin 12.—Hampstead (Tube), N.W.I.
Ham. 6041. (W4018/B

GLANFIELD LAWRENCE offer

1948 austin 16 salcon, cream/srown leather, one of the country and to and bester, exceptional condition; £385.—407, High Rd., N.12. Finchley 0091.

A & S of coverant 1951-1953, from £855./£855.

A LPE & SAUNDERS (Limousines urrelated Factorial 1951-1953), from £857./£855.

A Vidence Court, North Audley Street, Mayrair 2941 (C1006)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 1948 Austin 16, exceptionally good condition; £385. MARLBOROUGH Works, Kenton. Tel. Wordsworth (C1008 IVI 7805 (5 lines). [C1008 SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—1948 Austin 16; £345.—355, High Rd., Wembley, 1948 Middy. Tel., Wembley 4422. [C4015]

HEARSES, Hearses, Hearses. We can supply bearer or deck hearses on the 16 h.p. chassis. Brochures A LPE AND SAUNDERS (COACHBUILDERS). Ltd., Station Approach, Kew Gardens, Richmond 1161. £95<sup>11</sup>:—Magnificent 1935 Austin 16, long chassis, on private owner since 1937, outstanding condition.—Perivale 0530. [226]

1947 Austin 16 (two), splendid vehicles: £295.— W.14. Tel. Western 2312.

CAN you beat this value? 1949 Austin 16 saloon, sound order throughout; £325!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725. (C1011 1948 Austin 16 saloon, regularly serviced, heater Rd., West Croydon, Surrey. Tel. Thornton Heath 4657

1947 Austin 16 de lune saloon, black, brouden owner; £330 or £110 down Metors, 180/184. West End Lane, N.W.6. Hs

1949 Austin Is saloon, black, brown leather brakes and steering overhauled, one owner; 2395.—Hillwood Motors, Mill Hill (London) 4232. 1935-6 Austin 16, 7-passenger saloot bargain, terms; £89.—G. P. Ltd., 2c, Balham Hill, S.W.12 (100yds. Clap) Tube). Batt, 1107-8-9.

Tube). Batt. 1107-5-9.

1049 Austin 16 de luxs saloon black brown hide the finest example of this model available in the British Isles: £485.—Robbins. Bast Putney. Tel. 7881.

1948 (April) Austin 16 asloon, privately owned, fitted radio heater, disc, fog light, wing mirrors, mascot, chordes becomer, £375, with written guarantee.—Motouriss Lendon, Ltd., Gt. North Rd., East Finchley Station, N.Z. Tudor 2501-2.

A&S LIMOUSINES, 16hb. Hirecars required urgently, good prices for genuine wehicles.

ALPE & SAUDERS. Providence Court, North Audley Street, Mayfair 2941. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. [W4018/H

AUSTIN EIGHTEEN

A & S 1938 Series 7-passenger Iver, brown hide
E475. A LPE & SAUNDERS (Limousines Purchased) Pro-A vidence Court, North Audley Street, Mayfair 2941 (C100)

CAR MART, Ltd.

LONDON Distributors

1953 Austin A70 Hereford saloon, heater, black with brown upholstery; £615.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1.
Euston 1212. H. A. SAUNDERS. Ltd., offer:- "

1953 Austin A70 Countryman (Austin body), beige. 836-842, High Rd., N.12. Hillside 5272 (8 lines). (C2027

WARWICK WRIGHT, Ltd., offer:-1954 Austin A70 Hereford saloon, black with red Warwick Wright, bester, 7,000 miles; £895. W.1. Mayfair 9761. [C4045]
ALLAN TAYLOR (MOTORS), Ltd., offer:

1950 Austin A70 Erey, heater, take to December;
High St., Wandsworth, S.W.18. Tel. Vandyke 7222
(10 lines), 19870
HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Austin A70 saloon, fitted heater, taxed year, one owner, 13,000 miles only, an exceptional

1950 Austin A70 saloen, fitted radio heater, seat Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

ATOMOBILE & AIRCRAFT SERVICES, Ltd. offer: 1953 Austin A70, one owner, radio, heater, etc., black; £565.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008

utility, £465.—355. High Rd., Wembley, Middx. Tel.
Wembley 442. creem, an immaculate motor car. one
1953 A70. creem, an immaculate motor car. one
1953 A70. black, in very nice condition throughout, one owner from new; £486.
DENEAM SERVICE STATION, Ltd., Denham, Bucks.
Tel. Denham 2266.

1952 Austin A70 coupe, black, green interior, private owner; £550.—Box 6361 [2425]

A 70 1951 (Oct.), one owner, 15,000 miles only, heater, very good condition; £530.—18, Topton Ed., Slough, Scales

1953 Austin A70 saloom, black, heater, low s £525; exchanges, sterms.—Palmers, 5, Cardens Mews. Kensington, W.14. Park 9706 as

\$5.65 !!!—Austin A70 Hereford saloon, 1953, black, sunshine roof, heater, leather upholstery, sunshine roof, heater, leather upholstery, which is the sunshine roof, heater, leather upholstery, which is the sunshine roof, heater leather upholstery, \$3.95 !!!—Austin A70 Hampshire saloon, 1950, black with fawn leather interior, quite a size car all-round, privately owned.

Camben MOTORS, Leighton Buzsard 2041. Write for catalogue. Showrooms open until 8 p.m.

1952 Austin A70 saloon, fitted with bester, one owner; £495,—Brew Brothers, £td., 133, Old Brompton Rd., S.W.7. Fremantle 3333.

1952 A70 saloon, one careful owner, heater £445; h.p. or exchanges.—Epps Bros., Street Green, Farnborough, Kent (2244). 1953 Austin A70 saloon, black, sliding roof, radio, black, sliding roof, radio, heater, one owner; £565. Vandervels, 215; Haverstock Hill, N.W.3. Primrose 4441.

1950 Austin A70, beige, fitted heater, radio, spot--Chancery 2888.

1954 (June) Austin A70 Hereford, black, radio, heater, taxed year, one owner, B.M.C. warranty; £650.—O.F.M. Motors, Crowborough 3388, [2473] ranty; £650.—O.F.M. Motors, Crowdords, rey with bl 1953 (August) A70 saloon de luxe, grey with bl leather upholstery, R.M.V. radio, heate aliding roof, 10,000 miles, as new; £615.—Rav. 758 (25)

1952 Austin A70 saloon in really excellent condi-tion throughout; specially fitted centre gear change; 2485.—Westcombe Motors, Ltd., 23, City Rd., Winchester 4174.

2505
2575 111-1954 series Austin A70 de luxe salcon. Cream with red leather upholatery, fitted heater, aun root, etc., only one owner, looks and runs like 7,000 mile motor car.

AMBS OF WOOD CRKEN (Est. 1897).—100 guaranteed are: exchanges; hire purchase.—421-425.
High Rd., Finchley (Esst Finchley Underground). Pinchley 6222.

High Rd., Finchley (East Finchley Ordersround);
Pinchley 6222.

1952 (April) Hereford saloon, beige, brown hide
miles, fine condition throughout; £555.—Robbins, East
Putney. Tel. Putney 7831.

1954 Austin A70 sun saloon de lure, black, one
were, 11,000 miles only, beater,
were, 11,000 miles only, beater,
Chin St., Unbridge 400.

1954 Austin A70 sun saloon de lure, black, one
becember, faultless; £355.—Uxbridge 400.

1954 Austin A70 sun saloon de lure, loce,
lure one
heater, genuine low milesge; £370.—Bob Gerard Carr,
Abbey Lane, Lelecster. Tel. 61511-2-5-4. (143.

1954 holstery, fitted radio and heater and sun
of, 12,000 miles only; £625.—R. S. Currie, Lide, 105,
Westbourne Grove, W.2. Bayswater 0085. (21065.

1952 Austin A70 Countryman, beige, Austin body; bargain at £895; terms—Broadway Motors, Hanworth Rd. and 67, High Rd., Hounslow. Hou. 9509 and Hou. 0175.

1954 Austin Hereford saloon, green, brown lea sunroof, heater, 10,000 miles, one owner, standing: £650; terms, exchanges.—Gianfield Law (Portsmouth), Ltd., 189-151. Fratton Rd., Portsm

#### Austin A76 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Weish Harp, Edgware R., 8, 99, CAR MART, Ltd., Weish Harp, Edgware R., 98353 /R.

Hendon 6500.

A70 required immediately.—54, (W3016)

ALMOST new A70 required immediately.—54
Streatham Hill, S.W.2. Tules Hill 2676. [W3016
ROWLAND SMITH'S, the Car Buyers.—Highest cash
prices for Austin A70 and A80.—Hampstead (Tube)
N.W.3. Ham 6041
W4018/R.

# CHIPSTEAD MOTORS, Ltd., offer

1950 Austin A90 convertible, green, just chipstead MOTORS, Ltd., 197, Futham and London, S.W.S. Flaxman 0

1951 Atlantic electric convertible, grant heater; perfect condition; £450 Rosecrest, The Cloggs North Rd., Pontels

A Z. MOTORS offer 1952 (July) A90, hard owner, beautiful condition, any trial, cost £1,400; our price £495!!!—100, Palmers N.W.6. Mal. 4205.

1951 Austin Atlantic convertible, radio, h rery fast car, showroom condition; & A. Owen (Hendon), Ltd., The Hyde, Hendon, N Tel. Colindale 3185.

495 ns.—Austin A90, 1952 Atlantic hard-top better, radio, heater, excellent conterns, exchanges, list; open 9-7 week-days and days.—Rowland Smith Hampstead (Eampstead Hampstead 6041.

Hampweed 6041.

1951 Austin Aso Atlantic salcon black with leafner interfer radio and heater, outsis in condition. 222, explanes, hire purchase, black with purchase and black with leafner and leafne

L AMBS OF WOOD GREEN (Est. 1897); teed cars; exchanges; hire purchase.—d Rd., Finchley. (East Finchley Undergrou

1951 A90 88 A90 saloon, due colours, heater, radi covers, in excellent condition; £490.-rs. Cavendish Rd., N.W.6. Wil. 6046.

#### Austin Ass Cars Wanted

CAR MART, Ltd., London distributors, are auxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163.

Bromley Rd., Catford, S.E.6. Bither Green 100i. (0059/R)

# TOM GARNER, Ltd., offer:-

1955 Austin A90 6 Westminster saloon de luxe.
Spruce green, radio, 5,000 miles only; £895.
TM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Bisckfriars 9265-6-7.
1955 Austin A90 Westminster de luxe saloon, many
ADDON, 60, Cheval Place, South Kensington, 8, W.7.
Tel. Ken., 9477/7479.

A USTIN A90 Westminster, black, works mileage; list price.—Haskins, Ladbroke 1155. [C3027]
A USTIN A90 Westminster Six 1955 (August). works mileage only. DAVY, Ltd. 180-4 Kensington High St., W.S. [C1069]

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1955 Austin A90 Westminster 6,000 miles only, fawn; £80 bush. Ltd., 312, Earls Court Rd..

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[2154]
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1951 model Bentley saloon, black, steel stam body, excellent condition; £1.750.—8 Buildings, Dronfield Derbyshire 2336.

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[210]
1951 Bentley standard steel saloon, two tone grey, superb condition, one owner; £3.150.—Park Garage (Molesey), £40, Hampton Court Way, Molesey, Ed., Hampton Court Way, Molesey, G. Surrey, Tel. Molesey 6199.

[CS07]

\$895 — Bentley 4½ asloon, Thruppi & Maberly, semi-rator edge saloon, excellent history; exchanges, etc.—Autowork, £6d., Southgate Shreet, Winchester, Tel. 4965.

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FOR sale—Bentley 1982 4,566cc with lightweigh
H. J. Mulliner salcon body, colour black, beige
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chauffeur driven, superb condition, milesge 55,000,
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1950 Mark VI 4½-litre Bentley standard standard

Owner, who start Mark VI saloon, 2-tone 1948 (April) Bentley Mark VI saloon, 2-tone bline/grey with grey hide interior, of the sale of the sale of the owner owing to se illness; £1.185.—Tel only at week-end Leeds \$280 write 29. Arneliffe Rd. Weet Park, Leeds, 18.

1935-6 sentley 3½-litre sportsman's 4-door this is a really most immaculate example, finished in unblemished black with brown leather interior, fitted Ace discs, mechanically in excellent condition and exceptionally quiet, a really beautiful example with a superb performance, £350.

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1951 (March) Bentley standard steel saloon, colour standard standard

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OLDING & Co. (MCTORS), Ltd., official Bentley Park Ave., Ronaington, Park 507.
CHARLES FOLLETT, Ltd., officially appointed retailers and representations.—64-80, fioliand Charles and respirate and respirate SHOWROOMS: IE. Berkeley St., W.I. Mayfair 6268

SERVICE: Barnsdale Yard, off Elgin Ave. W.9. Tel. Cunningham 5936-7-8. ALL spares and replacements for pre-war Rolls-Bentleys: full repair service at most favourable prices.—Comptons, 69. Westow St., Crystal Palace. Tel. Livingstone 5862.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hämpstead (Tube), N.W.3.

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges,—Stockwell Rd., S.W.9 Brixton 6251.

RAYMOND WAY for Bond Minisar repairs, and service under Bond trained service man no job too big or too small; free advice on all models; latest modifications can be fitted to RAYMOND WAY OF RILBURN

10827/R

L. P. WARD, Ltd. BRISTOL

1950 402 Bristoi coupe; £975.

1950 401 Bristol, Cambridge grey; £1,175. L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thorn's Heath Tel 3347. [C4043

1948 Bristol 400 maloon, exceptional condition; JAMES EDWARDS (CHESTER), Ltd., The Forthgate, Chester, Tel, 23123, [C2090

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80. Piccadilly, W.1. Grosvenor 4141. [0618/R]

A NTHONY CROOK, leading distributor new and used Bristols—See Displayed Advertisement page 384.

1953 (July) Bristol 405 saloon, 15,000 miles only green, radio, heater, one owner, faultiess and immaculate; £1,750; terms.—Philip Foster, 106, High St., Uxbridge, Tel. 4305.

1954 Bristol 404 saloon, maroon stery, mileage 16,000, fitted chrome-plated wheels, £2.550. University of the Biration House, 80. Piccadilly, London

J. H. BARTLETT.—Bristol late-type 400 saloom, modified 55c engine, special rear seats at cost of nearly \$400 by Bristols, bills available, a really superty example with every extra and refinement; \$500—27, Pembridge Villas, W.I. Bay, 052.

Pembridge Villas, W.11. Bay. OS23.

BRISTOL—If you're seeking a Bristol 2-litre saloon, by used or new, you cannot afford to ignore lise Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with piesaure: catalogue by return post.—Charles Cruickbank Motors, The "Bristol "centre of Bristol. Tel. 28280.

GOOD Bristol 401 required.—Ross Motors, Ltd., Einckley, Leics. Tel. Hinckley 558. [7453 401-403 Bristol, good price paid by actual user for car in excellent condition.—Box 6222. [1972 ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3, 1849. [W4018/R

BRITISH SALMSON 1938 British Salmson drop head coupe, immaculate in silver grey, new blue hood, one owner only, very nice car for the enthusiast; £225.—Elm Autosales, 68, Hartheld Rd.. Wimbledon, S.W.19. Cherrywood 1615.

B.S.A. Scout 1957-8, excellent condition, overhauled:
offers?—Chappell, 22, Westbourne Grove, Yeovil.

B.S.A. Scout, 4-seater, 1956, rebuilt at cost of £205
£180 o.n.o.—Drinksll, 28, Mortlmer Rd., Mitcham.

B.S.A. Sparse and Service

Bawns BRISTOL, Ltd., for genuine Scout spares, also some second-hand.—170, Coronation Rd., 3702.

Tel., 63025.

BASIL ROY. Ltd.—B.S.A. (Scout model): spares comprehensive stock, wholesale and retail.—161. Ot. Portland St. W.1. Langham 7735. (0144/R BUGATTI

1939 model Bugatti 570 close coupled sports coupé.

DUNHAM & HAINES, 46, Castie 8t., Luton 2100-1.

[O1079]

BUGATTIS now being rebuilt in our works from £950.—J. Lemon Burton, 2. Lonsdale Rd., N.W.6. [0870/R]

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N. W. G. Gladstone 7677. [0071/R

H. C. PAUL, LAS. BUICK 1951 Buick 41 D 4-door saloon, Dynaficw, 16,000 Sq., W.I. Mayfair 0821-2. (C3040 TAYLOR & CRAWLEY offer:—

1954 Buick Roadmaster, double Dynaflow, power steering, 9,000 miles, quite immaculate

1954 Buick Special, radio, heater, 16,000 miles, absolutely immacu.ate; 21,875.
1952 (July) Buick Super 4-door saloon, right-hand drive, radio, heater, immaculate condition;

HYDE Park Corner, 33, Grosvenor Crescent Mews, [C4036] 1949 Bulck Super, radio, heater, one owner, outstanding condition.

SCOTT CARS, M7, Finchley Rd., London, N. W.S.
Tel, Hampstead 7779/6078. [C4016/1

1952 Buick Rivera, very low mileage, heater, radio, loose covers, in immaculate condition.

S COTT CARS, 547, Finchley Rd., London, N.W.3. [Could Tel. Rampstead 7779/8676.

1947 r.h.d. mloon, immaculate: £635.—Mansfield W.l. Address, Ltd., 49, Pitzroy St., London, U.3001.

uston 2587.

951 Buick Dynaflow super all-electric convertible maroon, gvery conceivable extra, one owner 1,550.—Jack Smith, 23, Bruton Piace, W.1. Mayfai [C408

1951 mileage, finished in black, every conceivable extra, magnificent motor car, only £975; terms and exchanges.—Tel. Hurstway 4055.

A & S Limousine, first registered June 1938, tail, 7-passenger ocal-work, wide forward occasionals, very beautiful condition, private owner, guaranteed, 6425.

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers, Wembley 8691/3903. [W4015/R Jourchase used Buick medels.—Showrooms: Buick House, Albemarie St., Piccadilly, London, W.]. Indeed, Tark 7121.

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lans, Willesden Junc-tion, N.W.10. Tel. Rigar 7911. [0141/R

CADILLAC
A CRES offer 1951 Cadillac series 50, small miles A black, ruperb condition, offers invited; part exchanges and terms.

A CRES AUTOS, Lid., 10 & 11, Ascot Parade, S.W.4.
Tel. Macaulay 2211-2.

1954 Cadillac & special saloon, 5,000 miles only every conceivable extra and indistinguishable from new: #3,500.—Sidney Marcus, Ltd., 35, Sloam & 1, 20, 37, 11, 12, 3721.

St., S.W.I. Sel. 3721.

CADILLAC 1953 62 special saloon, Fleetwood 11.000 miles, colour black, every conceivable and indistinguishable from new; £2.550.—Ex Oharies, of Broad St., Birmingham. Med. 7527.

CADILLAC

1953 Cadillac 80 special, Fleetwood Derham body, air conditioned by Frigidaire, 14,000 miles, electrically operated windows and seats, without the present of the conditioned present of the conditions, 14, 91-85, without green the conditions, 14, 91-85, without green the conditions, 18, 91-85, without a condition of the conditions of the condi

S.W.S. Kensington 9390.

Cadiliae Cars Warsted
SIMPSONS MOTORS (WEMBLEY). Ltd. the
Cadiliae buyers. Wembley 8691/3905. (W4015/R
JOE THOMPSON (MOTORS), Ltd., require Cadillacs.
91-95, Fulham Rd., S.W.S. Kensington 4858.

(W4028)

Sole concessionaires, Lendrum & Hartman. will purchase used Cadillac models.—Showned Bulck House, Albemarle St. Piccadilly, London, 100

Hyde Park 7121. [0004/R Cadillae Sparse and Service CADILLAC sole concessionaires, Lendrum & Hart-man, Ltd., Buick Works, Old Oak Lane, Willesden Jun:tion. N.W.10. "El. Elgar 7911. [0012/R

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HC 1555 ill-1949-50 Chevrolet Starline 2-door saloon, mabsolutely immaculate condition, ivory and red cellulose, Whitewall tyres, radio, beater, winkers, etc., terrific performance, 20mpg, one of the prettiest cars ever made exchanges, hire purchase.—Hampstead Cars. 176, Finchley Rd., N.W.S. Hampstead Oct., 9 a.m. to 7 p.m. METCALPE & MUNDY, Ltd.

METCALFR & MUNDY, Ltd.

1951-2 Chevrolet Powerslide convertible power mileage, in perfect condition in every way.

METCALFR & MUNDY, Ltd., 280, Old Brompton Rd., 8.W.5. Fremantic 5871.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—123 Chevrolet; £165.—555, High Rd., Wembley 4822.

(2015)

1949 Chevrolet 4-door saloon, radio, heater, Chevrolet A-door saloon, N.W.5.

SOUTT CARS. 347, Finchley Rd., London, N.W.5.

Tel. Hampstead 7779/8676.

(2016)

1951 Chevrolet Fleetline saloon de luxe, l.h.d., Powerylide, radio, heater; £845. Chevrolet Fleetmaster saloon de luxe, r.h.d.; £395. 1740 5395.

British & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5388.

1952 Chevrolet Powerglide convertible, radio heater, 20,000 miles only, absolutely as new S COTT CARS, 347, Finchley Rd., London, N.W.3. [COulcilled and Control of Coulcilled Control of C

D Tel. Bampsteau Trisrove.

SIMPSONS MOTORS (WEMBLEY), Ltd., American car specialists, full list see "American Cars.

1051 Chevrolet 4-door saloon, r-hd. drive, Hydra-1951 Chevrolet 4-door saloon, r-hd. drive, Hydrasuperb car, 2650.—A. Owen (Hendon), Ltd., The Hydr. Hendon, N.W.9. Tel. Colindale 3185.

1948 Chevrolet Fleetmaster, really delightful coordition, radio and heater, bargain figure. 24451.—A.Z. Mostors, 100, Palmerston Rd., N.W.8.

Mai. 4725. Chewrolet Cars Wanted
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SIMPSONS MOTORS (WEMBLEY). Ltd., the Chevrolet buyers.—Wembley 8691/8903.
PRITISH & COLONILLA MOTORS. Ltd., distributors chevrolet London and Home Counties, require good chevrolet London and Home Counties, require good chevrolet Cardon and Home Counties. Tengile Bar 5868.

[W1027/R

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of sparse, same day service.

—B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5588. CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd.. 301. Norwich Rd., Ipswich. Tel. Grundisburgh 300.

HARRY DAVIES CAR SALES Offer:-

1948 registered Chrysler Plymouth saloon, radio, registered Chrysler Plymouth saloon, radio, reduction of the condition throughout; 2995; terns; parf exchanges.—559, High Rd., Willesden, N.W.10. Willesden 7172.

A UTOSALES (LONDON). Ltd., offer:-

A CRES offer 1948 Chrysler New Yorker, r.h.d., radio, heater, fluid drive, excellent order: £595, A CRES AUTOS, Ltd., 10 & 11, Ascot Parade, S.W.4. [C1002]

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155.

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, ex-change reconditioned units in stock.—59-65. Beisize Rd., N.W.6. Mal. 5555-2155. [0405/R

#### CITROEN

Whetstone, N.20 Tel. Hillside 6621, offers:—
1952 Citroen Light 15 saloon, arey with red upholtion. 5510 stery, carefully used car in excellent condition: £510.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6821. [C3042]

CITROEN

C. O. NORMAN & Co.

CITROEN Sole Distributors for the County of Longuage and replacement units. Full guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2311.

A UTOMOBILIA, Ltd., offer:--1949 (July) Citroen Light 15 4-door de luxe sun-shine saloon, black, red leather, heater, for lamps, excellent condition; £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. KENTISH & THOMSON, Ltd.

1953 series Citroen Light 15 saloon, black with red interior, one private owner, 23.000 mlles: £525.—564-6, Wickham Rd., Shirley, Croydon. Spring Park 3477.

HARRY DAVIES CAR SALES offer:

1947 Citroen Light 15 saloon, made in France, right-hand drive, not a conversion. French-type dash and upholstery, etc., in extremely good condition throughout; £515; terms; part exchanges.—559, High Rd., Wilesden, N.W.10. Willesden 7172. [2124] AUTOSALES (LONDON), Ltd., offer:

1947 model Citroen Light 15, de luxe saloon, well maintained car; £285 Mal. 5555/2155.

1954 Citroen Light 15, low mileage and perfect condition.—Details and lowest price to Wray Park Garages, Reigate 2263. Park Garages, Reigate 2265.

CASS'S MOTOR MARIT.—1951 (May) Citroen de luxe saloon, black, red hide, unblemished, genuine 31,000 miles, one owner, £315; written guaraniee.—5. Warren 54... W.1. Euston 4110.

1954 (March) Citroen Light 15 saloon, mist green, next-to-new throughout; £685; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay, 4274.

#### Citreen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. [W4018/R Ham. 6041. [W4018/R C N.K. MOTORS are very good buvers of Light 15s.—
553. Finchley Rd., N.W.3. Hampstead 5712.

I EX GARAGES, Ltd., Ace Corner.—Consult the largest buyers of used Citroens in England.—
North Circular Rd., N.W.10. Elg. 5385. [0971]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares,—Tel. Croydon 5131-2. SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.5. Ken.

9464.

SPARES and Service: 137/145. High Rd., Chiswick, S. W.4 (Chis. 6159), and 47, Montrose Piace, Halkin B., S. W.1. (Stoane 5490)

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel (J085/R reconditioned 46hrs; all spares stocked. (J085/R

J. H. BARTLETT.—Connaught 1949 sports 2-seater, similar to car which lapped Goodwood at 77mph, full road equipment; £495.—27, Fembridge (Cloil Sull.) Bay, OS25.

BROOKLANDS Daimler retailers.

1954 Daimler Century saloon, 11,500 miles. 1951 Daimler Barker special :ports coupe.

103. New Bond St., London, W.1. Mayfair 2851 PARK GARAGE (MOLESEY), Ltd.

1950 Daimler 21/2-litre drop head coupe, black, (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel. Molesey 6199. GUY SALMON AUTOMOBILES offer:-

1955 Jaimler Hooper Empress aloon fitted very new marcon, being upholitery radio, cost new over 45,000; 25,750.

1954 Operated Converticle foursome coupe, ivory, red leather, Radiomobile, cost new nearly £1,300, total genuine militage 5,500, one owner; £1,398.

1951 genuine 22,000 miles from new black with blue lower half, really immaculate condition throughout; £1,188.

blue lower half, really immaculate condition throughout £1.185
1950 planner Consort saloon, recently fitted rerecellent condition; £695.—Portsmouth Rd. Thames
Ditton. Emberbrook 5551.2-3.

\$TRATSTONE, Ltd., Daimler distributors.

A WIDE selection of used Daimier cars available for immediate delivery.

STRATSTONE, Ltd., 40, Berkeley St., London, W.1.

GORDON CARS (LONDON), Ltd., offer:—

1953 Daimler Conquest saloon, maroon; £1,025.

1952 Daimler Consort saloon, black; £850.

1951 Daimier Consort saloon, green; £750,-373, [C2023] 1955 cars.—Spink, Ltd., Daimier distributors. Bournemouth. Tel. 5405. Spare and Service.

SEYMOUR & CLEMENTS, Ltd., offer:

1952 Daimier Consort salcon, black, brown chauffeur driven; bargain, £750.—38, Watford Way, Hendon Central, N.W.A. Hendon 2146.

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1950 Daimler 27 saloon by Freestone & Webb, superb condition throughout, 20,000 miles only; £1,655 selection of good used cars available; see our advertisement under "Daimler New Cars." DENIAM'S GARAGE (ESHER), Ltd. Tel. 2021. Editor, Surrey. CHARLES FOLLETT, Ltd., official Daimler agents.

1954 Daimler Century sal., black, speedo reading 11,000 miles, one owner, very well kept car. £1,295. CHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266. SERVICE.—Works and Stores: Barnadale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010

Tegin Ave., W.9. Cunningham 5956. [C2010 1954] Daimler Conquest saloon, one owner, 4,400 miles; £1,125; aloon, one owner, 6,000 miles; £1,200. [ACK OLDING & CO. (MOTORS), Ltd. May. 5242. [3030]

1955 (June) Daimler Conquest saloon, genuine R 1950, tdd. (Daimlers purchased), 16, Albemarie St., Mayfair, London, W.I. Hyde Park 2952-54.

1951 Daimier Consort, heater, radio, in superb Scott CARS, 347 Tel. Hampstead 7779/8676. London, N.W.3. Tel. Hampstead 7779/8676. Consort CARS, 347 Tel. Hampstead 7779/8676. Consort CARS, 347 Tel. Hampstead 7779/8676. Consort Cargo, Burnage Agency, radio, as new; 51,550. Page March Consort Cargo, Burnage Lane, Manchester, 19, Rus. 2674-5, 2012056

1953 Damier Conquest saloon, black, fawn leather, hardly Indistinguishable from new; £995; also 1954 Daimier Century, black, fawn leather, hardly Indistinguishable from new; £995; also 1954 Daimier Century, black, fawn leather, 16,000 erchanges; excellent condition throughout; £1,050; exchanges; and the condition of the conditi

CASS'S MOTOR MART —1949 Damler 2½ saloon, heater, excellent condition throughout; £555; written guarantee.—5, warren St., W.I. Euston 410.

1954 (August) Daimler Conquest Century saloon, balex, fawn, radio, heater, seat covers, 5,000 miles, cne owner; £1,255.—Hon. 2151. [2142]

1955 (April) Daimler Century saloon, 7,700 miles, as new.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.

—Always a good selection available at y & Jeffs, Ltd., Daimler Specialists. [0667/R

1955 Daimler Conquest saloon, works mileage; St., 8.W.1. Bel. 3721. (C3006

1953 Daimler Conquest, preselector gear box, a terior, 21,095.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0061.

Rd., N.W.II. Pinchley 0081.

1951 Daimler Consort saloon, black, brown leather, beater, one owner, a fine car, positively unblemished, £745; written guarantee, terms, exchanges; TAROLD SIMONS, Lid., 397/401, High Rd., East HAPINCHEY, N.2. Finchley 0052-5-4 any time.

1950 2½-litre Daimler, titled owner, radio, in almost perfect condition, taxed; £565; terms can be arranged.—45, Forty Ave., Wembley, Armold 4604.

1935 Daimier 15 saioon, outstanding; fullest inpels saie; £165 less £15; £150 cash.—Dr. Roberts,
Mill Hill 1686 (home), 3236 (work).

1951 leather, radio, hester, immaculate condition: £745.—Johnson & Brown, 268-270, High St.
Bromley. Ravensbourne 8841-2. [C2078

Bromley. Ravensbourne 8841-2. [C2073]

£895:!! Unrepeatable opportunity! 1955-4 Daimler spottess condition throughout, the finest value at this price. Don't miss this Labbs OF WOOD GREEN (Est. 1897). 100 guaranteed out of the condition of the c

Caro-Sandard Carolina (Carolina Carolina Carolin

1954 Daimier Conquest, metallic grey, red leather, part exchanges; deferred terms; open day and night.
Shaw Motors, Ltd., 666-678, Carratt Lane, 8.W.17.
Wim 3031-2-5.

1935 Daimler Straight-8 7-seater limousine unholstered in cloth, very clean and in super contine; must be seen to be appreciated; £285, w. (London) 5315.

(London) 5315. [5155]

DAIMLER June) 1950 Empress with lovely Hooper coach-built body and fitted with overdrive, overhauded Daimler works 1954, radio, heater, loose overs, beautiful car; cost new £5,900; price £1,525; exchanges made; enquiries welcome; deferred terms.—Ian Fair, 206, Egington 8t., Giasgow, C.S. South 2051 (3 lines).

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Ham. 8041.

A&S require EL.24. or Sepp. Limousines, good prices for senuine vehicles.

ALE & SAUNDERS. Providence Court, North Audley Street, Mayfair. 2941.

[W1006]

DE27/36hp Hooper 7-passenger limousine details please.—Woodbury, Sheen Comm 

Daimier Spares and Service KINGSTON-ON-THAMES,—Daimier specialists for sales and service. G. W. WILKIN, Ltd. 1, Weston Park, and 84. Eden St., Kingston, Kingston 2243. [84053 DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541, 10356/B CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775.

A RCOT ENGINEERING. Ltd.—Complete overhauls and engineering services. Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelesa, S.W.3. Ken. 7901 and 7821. [0256/R DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmus. & Co. (formerly with Daimler Co.), 81, Claphan (9.8.W.9. Reliance 1647.

DELAGE
165gns.—Delage, late 1936 D6/70 sports saloon sliding head, leather, i.f.s., excellent condition: terms, exchanges; list; open 3-7 week-days and Saturdays.—Rowland Smith, Hampetead (Hampetead Tube) (1940); (200);

Hampstead 6041.

1951 box, 4-door 6-seater steel saloon body by Autobineau, finished in 2-tone metallic gray, little heater, wireless, pedal-operated chassis olling and many extres, new front Dunlop tyres, mileage 27,000, just completely checked throughout; opportunity to acquire one of these scarce cars in nearly new condition: terms or exchange,—Toby Motors, Regent Rd. Great Yarmouth. 7e1, 3375.

DELAHAYE
£395.—155M Delahaye sports saloon, 1938, manual
box, 50,000 miles, outstanding condition
and performans.—Automo, Ltd., 229, West End Lane,
N.W.&.

N.W.6.

1949 Delahaye series 135M drop bead foursome coupe, body by Chapron, Cotal gear box, most attractive car; £695.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

1948 155M, 3 carburettors, Cotal gear box, low mileage, in excellent order; £635.—Claytons Carv (London), Ltd., 17, Bruton Place, Lendon, W.1. 7th, Mayfair 450.

SHOW Model Olympia 1880, registered 1981, r.h.d. 4-door saloon, blue with grey trim, fluid drive, sutomatic box, one owner, chauffeur driven, heater, radio, mileage \$2,000, excellent condition inside and out; £375. L. Rd., S.W.12. Balham 2234.

B&M GARAGES, Ltd.

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D.K.W., rebuilt cabriolet, new plastic hood, large window and reupholstered in grey inside, grey details, finished in the most magnificent blue and silver, circular cranshalati fitted, etc., etc., guaranteed engine for 9 months. chessis for 8 months.

D'M D.K.W. caris, spares, exchanges and genuine Total D.K.W. caris, spares, exchanges, Ltd. (2a. 8t. Michaels St., W.2. Pad. 6877.

D.K.W. Spares and Service

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GENUINE spares, service and maintenance.—Schenk
Motor Engineering, 465, Stretford Rd., Manchester.

16. Tra. 0323, 12719

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1947 Dodge saloon, right-hand drive, finished in 59-65, Belszie Rd., N.W.6, Mai, S555/2155 (2299 1954 Dodge Kingsway (Bept., '54), r.h.d., under S. (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Rensington 4856.

DYNA-PANHARD
1953 series 120 model, 24,000 miles, maroon; £465
-Holland Park Automobiles, 142, Holland
Park Ave., London, W.11. Fark 2626. (C208)

FIAT

CAR MART, Ltd.

1950 Piat 15.9 4-door saloen, black with green upholstery; £545.

CAR MART, Ltd., 382, Streatham High Rd., 8.W.16. (C1039)

1955 Fiat 1400 saloon, mileage 8,000, radio, loose Square, W.1. Mayfair 6921/2. Frutog Place, Berkelev L. F. WARD, Ltd.

1939 Plat: £165.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 8347. TOM GARNER, Ltd., offer:-

1955 Fiat 1400 saloon, blue, heater, 800 miles Cnly; £975.
TOM GARNER, Ltd., 10-12. Peter 8t., Manchester 8. Blackfrians \$665-67.
PETER BANTOCK CAR SALES, offer:—

1955 Plat 1100, 7,000 miles only, black and grey, fast and economical; £895,—104. High Rd., Chlawick 2725/5870.

MAYFAIR GARAGES, Ltd., for your Fist,—Below.
MAYFAIR GARAGES, Ltd.—New and unregistered 500c Belveders station-wagons, 1 blue, 1 grey.—

Below.

M AYFAIR GARAGES, Ltd.—Demonstrations available on the new model 600.—Below.

M AYFAIR GARAGES, Ltd.—Any make taken in exchange at highest allowance price.—Below.

M AYFAIR GARAGES, Ltd.—Also good selection pre-

Below.

M 4YFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, very smart car with excellent and economical performance; C225.—Below.

M 4YFAIR GARAGES, Ltd.—1938 500 2nd series full descent convertible salon. 50 mph, 50 mpg, very IVI 4-seater convertible saloon, 50 mph, 50 mpg, very smart car, £195.—Below.

MAYFAIR GARACES, Ltd.—1939 1100 508c 4-dcor pillarless saloon, black, outstanding performance;

2175.—Below.

MAYPAIR GARAGES, Ltd.—Price list and literature
on request.—Below.

MAYPAIR OARAGES, Ltd., Accredited West End
Fiat Stockists, Balderton St. toppostte Selfridges
clock), W.1. Mayfair 5104-S. Open 9-6. Sats. 9-1.

V. RUSHMER AUTOMOBILES, official Fiat
agents. PLACE your order with us; early delivery all models.

pLACE your order with us; early general indown.

1952 1006 pillarless salon, show model, as new.
1952 9,000 miles only, superb car, guaranteed.
New 500C convertible; immediate, delivery; special price.—45, Holland Park Mews. W.11. Park 5751.

S. & S. MOTORS.—1937 500cc. good running order.
1937 calbrack. 2 colours, reconditioned engine, new battery, sound car; £115.—See below.
1800.

1939 conditioned engine, 3 months' guarantee;

1939 4-seater, in perfect condition, blue, brown 1939 leather upholstery; £275; choice of 3. ALL above and many others at 8. & 8. Modors, 165a, Mestbourne Grove, W.I.I. Specialists in Fiak cars and spares. Bay. 1642,

1948 Fiat 1100 saloon; £345.—Johnson & Brown

1740 268-270. High St. Blouder (C2073 1950. (November) 1400 saloon, fitted radio; £495. London. W.I. Euston 2597. [C3001]

BASIL GASK AUTOMOBILES are specialists in precontact as frat at 200, London Rd. Klagaton-on-Thames. Tel. Kin. 5522. (C2071 St. 1950) salver, in beautiful condition throughout terms and exchanges; £225.—Startes Motors, £05. Cricklewood Broadway, London, N.W.S. Gladstone (C2071).

1939 Fiat 500 4-seater convertible, red leather until holstery, new engine 8 months ago, fitted with Arnott supercharger, new tyres and hood, excellent condition throughout; £255, terms and exchanges.—Cox's Motors, Conduit St., Leicester, Tel. 60319.

ROSE & YOUNG, Ltd., offer Fiat 1100 TV,5,000 mg, only, actual Earls Court show model, beautiful condition, special finish, fitted loose covers, metallic maroon and black,—85-69, Sternhold Ave. Breatham Hill, S.W.2 (1 min. Streatham Hill Station). Tuise Hill, 6.W.2 (1 min. Streatham Hill Station).

Flat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.5. Ham.
[W4018/R MAYFAIR GARAGES, Ltd.—Top cash prices for Flats.—Balderton St., W.1. Mayfair 5104, [0695] R

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FIAT (ENGLAND), Ltd., Water Rd., Wembley, so, ilcensees for the United Kingdom, are only source of genuine Flat spares and service.—Tel. Perivale 565. 'Grams: Flat, Wembley.

FIAT 500, 1100 and 1500, full range spares, replacement parts, new end used reconditioned benchested engines, starter motors, dynamos, radiatorusprings in exchange; stamp list.—Derrington, 159, Lovandon Rd., Kingston Se21-2.

CAR MART, LIE.

1953 Ford Anglia saloon green with brown Vynide upholstery; £375.

CAR MART, Ltd., 165. Bromley Rd., Catford, S.E.O. (C1039) DERRY'S OF HARROW.

HAVE an excellent selection of post-war Shp saloon PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Nd., Harrow Weald, Middlesex (op. Bus Depot). [10099/18]
1950 model Ford Anglia, black, brown interior. [10099/18]

FOR sale, Ford Anglia (May, 1955), 5,000 miles export trim; £565.—58, George St., Hove, S. (2091 1955 (July) Anglia, green, heater, taxed, 250 miles, as new: £570.—Box 6555. (2372

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FORD ANGLIA

Smith, bel

gns.—Ford New Anglia 1954 saloon, one owner practically new. Terms, exchanges.—Rowland below:—

A new Anglia (late 1987) saloot, loose the control of the co

£510-1954 Anglia, taxed, blue/blue; genuin A NGLIA, 1953, immaculate body, new engi

£365 | | | -1953 (Nov.) Anglia, black, exceeding engine and tyres, etc. terms and excha

-Perivals 0530.

BRUTONS.—Anglia 1954 (December 1955 feature),
6,000 miles, black, one owner, taxed year, showpoom order: £23e.

BRUTONS.—Anglia 1955 (August), 59 miles, black,
one owner, as new, taxed year; £578; h.p., exthanges.—1a, Lexham Gardens Mews, W.8, Fremantie
9129.

1954 Ford Anglia saloon, 4,000 miles, heater; £565 Epping New Rd., Buckburst Hill, Essex. Tel, 1171-2

1955 (Sept.) Anglia saloon, 80 miles, taxed, green, forze, heater; offers.—116b. Church Rd., Hove 1954 (June) Anglia, black, 7,000 bumpers, overriders, mirrors, £520.—9, Lodge Ave., Rom.ord, Essex.

17000 miles.—1949, beige, a very clean deed: £310; terms and exchanges. Moore, 204, Ballards Lane, N.3. Finchley 2920. 1953 (Sept.) Ford Anglia, green, undersealed womer, 12,000; £575.—Grundy, 43, W grave Park, Twickenham, or Tel., business in

Kingston 5289.

PRIDE & CLARKE, Ltd.—1955 Ford Anglia saloon, 2,000 miles, heater, £509; 1954, 5,000 miles, heater, £599; 1958, 51,1000 miles, heater, £349; 1950, £359; 1969, £289; terms, exchanges, lists; guarantee.—Slockwell Rd., & W.9. Brixton £251.

Ford Anglis Care Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park (W1056 H. A. SAUNDERS require Anglias and Populars for H. Cash or part exchange.—144. Golders Green Rd., N. W.11. Speedwell Ool!

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampsted (Tube).

N. W.3. Ham. 6041. W. HAROLD PERRY require Ford Anglia cars.—
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N.20. Tel. Hillside 6621.

FORD (\$ h.p.) TORS (WEMBLEY), Ltd., English FORD (8 h.p.)

Simpsons MOTORS (VERMELEY), Ltd., English Car Sales, Divides of Wermellery), Ltd., English Gar Sales, Divides S 1949 Ford 8 saloon, very clean, loose covers; gift £295;11—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. (C1011

Ford Eight Cars Wanted ROWLAND BMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube) N.W.3. (Hampstead (Tube) N.W.3. (1940) 18/18/18 W. HAROLD PARRY require Ford 8 cars—Used Car Dept., 1105-1111, High Rd., Whetstone. 1W3042

FORD POPULAR

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Wheistone, N.20. Tel. Hillside 6621, offers.—

1952 (Sevember) Fogular saloon, black with red property of the prope

1954 Ford Popular saloon, blue with blue up-CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9, (C1039

1954 (Dec.) Ford Popular saloon, black, extras, DENHAM SERVICE STATION, Ltd., Denham, Bucks. [C10]70

1954 Ford Popular, black, heater and many access sories; 2595.—Hale Motors, Ltd. Tot. 777; [C207]

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1954 Ford Popular, almost as new; £385,—Kirk 1954 Ford Popular, really like new, 4370.—Smith

1954 Ford Popular saloon, black, 6.000 many cutras; £395.—Salmons Garage

POPULAR

PRIDE & CLARKE, Ltd.—1994 Fore Popular saloons, low mileage, extras, from £369; terms, exchanges, lists; guarantee.—Stockwell Rd., S.W.9. Brixton £351. (C3068)

345gns.—Ford Popular 1954 saloon, one owner, ex-cellent condition, taxed. Choice of three Populars. Terms, exhanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 6041. (C

Hampstead Tube). Hampstead 6041. [C4018]

2.25 — A really outstanding example of first series red, loose only of the policy 2-door aloon, finished black, red, loose called the policy of the policy o

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WHY accept less for your Ford Popular saloon, when you can get its full market value from FERRARIS OF CRICKLEWOOD. Led., 200-220. Ozen week-days 8 a.m. to 8 p.m. ROWLAND SMITH'S, the Car Buyers.—High prices for Ford Popular.—Hampstead N.W.5. Ham. 6041.

W. HAROLD PERRY require Ford Popular cars.— Used Car Dept., 1105-1111, High Rd., Whetstone, N.20 Tel. Hillside 6621. (W3042

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W. MAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6631, offers:—
1955 upholstery, mileage only 1,500, one owner, immaculate condition; £605. Disck with red upholstery, mileage only 1,500, one owner, excellent condition; £605. Mileage 5,500, one owner, excellent condition; £605. Mileage 5,500, one owner, excellent condition; £605. The second condition condition; £605. The second condition condition; £605. The second condition condition condition; £605. The second condition conditio

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1953 Ford Frefect saloon, black with red leather CAR MARY, Ltd., 350, Euston Rd., London, N.W.I. [C1039]

£250—1947-8 Prefect 4-door saloon de luxe, re-placement unit, good tyres and battery, sound throughout; 3 months' mechanical guarantee; terms is suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. PERRY'S OF HARROW

HAVE an excellent selection of tost-war 10hp saloons available PHONE Harrow 4282 and 9140 for details.

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1955 Ford Prefect, works mileage.—Sidney M. Ltd., 33. Sloane St., S.W.1. Bel. 5721 1953 (August) Pre'ect, black, immaculate through-out, 2465.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen, Soll-2, (C3063

1953 Ford Prefect saloon: £425.-J

181-2. 1954 (Oct.) Ford Prefect saloon, black, leather 5,000 miles only; £635.—Hale Motors, Ltd (C207

1951 (August) Prefect black with beige uph the ber, 1954; £385.—Rav. 7581. 1000 miles.—1955 Ford Prefect, black with red. Smith, 25, Bruton Place, W.I. Mayfair 0661-2. [C4062

1953 Ford Prefect, beige lead taxed; £455.—Gordon Wo 1955 model Ford Prefect, low mileage, heater, extras; £625 —A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9, Tel., Collada, 5 185.

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395ms.—Ford Frefect (late 1955) saloon, leather, carefully used Terms, exchanges.—Rowland Smith, below:—

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1953 Ford Prefect, 15,000 only, superb cond. £435.—Steele Griffith: (London). S.E.S.

1953 Ford Prefect, green, one owner; £42! Herbert & Mills, Church Rd., Ashford, Middx. £425, hire 1955 Ford Prefect, first registered Mark upholstery, as new: £650.—Bells Garages, 144, London Rd., Kingston-on-hasm ton 1185.

1955 Ford Prefect, low mileage, heater, r. Rimbellishers, as new; £645.—A. Owdon), Ltd., The Hyde, Hendon, N.W.9. Tel.

1953 Ford Prefect, truly magnificent ex spare unused, numerous extras: £465 dale Cars. Cobbs Corner. Sydenham, S.E.26. e Cars. n 6129.

1953 Ford Prefect de luxe saloon, 9,000 miles, on:
exchanges, —Percy D. Sleeman, Ltd., 91. Cowley, David Oxford, 10,000 per 10,000 p

Uxbridge 5022.

1952 (November) Ford Prefect saloon, one owner:
2,595 Exchanges, terms.—Palmers, 3, Russell Oardens Mews, Kensington, W.14. Park 9704 and 163034 PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, 3,000 miles, beater, £619; 1953, 18,000 miles heater, washers, £439; terms, exchanges, lists; guarantee,—Stockwell Rd., 8.W.9. Brixton 5251. [C5963

1955 (March 25th) Prefect, Dorchester grey, over-riders, laminated screen, 4,500 miles, taxed year, excellent condition; £620.—5, Pembroke Hall, N.W.4. (Sunnyhill 3035.) 1953 (July) Prefect saloon, green/beige leather throughout: £450: terms, exchanges.—Mornington Motors, Euston 6658.

1954 (October) Prefect, one owner, export model, compared to the compared to t

ton St., 8 W 1. Sloane 5424.

1953 green and one black, terms and exchanges.

£425 each.—Starnes Motors, 103. Crickiewood Broadway, London, N.W.2. Gladstone 2480.

1953 (red leather, excellent condition, one owner, moderate mileage, taxed year; £435.—R. 8. Mead (Sales), Ltd., 42. Queen St., Maidenhead.

78. Maidenhead 5431-2.

1953 black, leather, completely unblemished, look indistinguishable from brand new, a superb car; £475 written guarantee; terms, exchanges; trade enquirle

HAROLD SIMONS, Ltd., 397-401. High Rd., East Pinchley, N.2. Pinchley 0052-3-4, anytime. (C4065

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FORD (10 h.p.) 1938 Ford 10 saloon, good condition, bargain S.W.12 (100 yards Clapham South Tube). Batt. 1107 3-9. (2202

MARSTON MOTOR Co. Ltd., for your Ford 10.—Tel.
Sta. 3000. Seven Sisters Rd., Tottenham, N.15.
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prices for Ford 10.—Hampstead (Tube). K.W.
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FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whestone, N.20. Tel. Hillside 6621, oifers:—1952 (pocember) Consul saloon, black, red leather 1953 (uphoistery, heater and radio; £575.
1953 (consul, black, leather, heater, uphoistery, heater, radio, milesse leather upholstery, heater, radio, milesse 12,000 except uphoistery, heater, radio, milesse 12,000 except upholstery, heater, radio, milesse 1954 (consul saloon, black with red upholstery, the 1954 (consul saloon, black) (consultation, black) (consu

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

HPG 1953 (September) Ford Consul saloon, one owner-interior, but a black with red interior, but all the consultations of the consultation of the consu

BENTALLS, Ltd. 1953 Ford Consul, black, red upholstery, heater: 2560.—Kingston-on-Thames, King-ton-on-Thames, King-ton-on

H. C. PAUL, Ltd.

1955 Ford Consul saloon, green, leather, heater, 8,000 miles, 2675,—32, Bruton Place, Berkeley, Sq.: London, W.I. Mayfair 0821/2. (C3040 CAR MART, Ltd.

1955 Ford Consul convertible saloon, black with Car MaRT, Ltd., 297, Euston Rd., London, N.W.I. Euston Ltd., 297, Euston Rd., London, N.W.I. (C1039) 1955 Ford Consul. black. lovely car: \$650.—1955 Allonby, Stanford, Loughborough. Tel. \$969 [1743]

DAGENHAM MOTORS, Ltd.

DAGENHAM MOTORS, Ltd.

1955 Ford Consul saloon, left-hand drive, grsy,
56 Park Lane, W.1, Hyde Park 4866; 374, Ealing
Rd., Alperton, Middx, Perivals 3386; and 6, 8
and 12, Sangley Rd., Catford, S.E.6, Hither Green

HW MOTORS, Ltd., offer:-

1954-5 Ford Consul, Nov. '54, delivery, as new, 10,000 miles, green; £695.—Bridge Motor Works, Walton-on-Thames 2404-5-6. CHIPSTEAD MOTORS, Ltd., offer:-

1953 (July) Ford Consul, black, radio, heater, one CHIPSTEAD MOTORS, Ltd., 197, Fullram Rd., Ken-sington, London, S.W.3, Flaxman 0052/7253/7154. LLAN TAYLOR (MOTORS), Ltd., offer:-

1953 (October) Ford Consul, black, leather, heater, 1953 (axe., December, 26,000 miles; £585, October) Ford Consul, black, leather and heater, taxed December; £595, Pord Consul, colour faws, heather upholstery. Hi0H St., Wandrworth, S.W.18 Tel Vandyke 7222 (10 lines).

DAGENHAM MOTORS, Ltd., Ford main dealers.

1955 Ford Consul convertible, green, hide, heater, Underseal, 9,000 miles; £755.
56. Park Lane, W.I. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx, Perivale 3388, and 6, 8 and 12, Bangley Bd., Catterd, S.E.6, Hither Green 4821.

1954 de luxe Consul, black with red leather, radio, immaculate in every way; \$615.

K J MOTORS, Ltd., Bromley, Rav. 3456.

1955 Consul, beige, works mileage: terms, estimated changes: trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Bd., East Finchley, N.2. Finchley 0052-54, anytime. [C4065 4485] [11-1951] Ford Consul de luxe saloon, 2 485 [11-1951] Ford Consul de luxe saloon, 2 485 [11-1951] Ford Consul de luxe saloon, 2 ted cars: exchanges, her purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley C2052

CRES offer 1953 Ford Consul, Dorchester grey, red leather, many extras, unmarked, as new; £575 CRES AUTOS, Łdd., 136/138, Streatham Hill, Lon-don, S.W.2. Tulse Hill 1999. 1953 Ford Consul saloon, blue, heater, loose covers £595.—Hale Motors, Ltd. Tot. 7771 44 lines)

1954 Ford Consul convertible, blue/blue leather, heater, Ace Rimbellishers, 14,000 m., excel-

lent cond.; £675.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage
Lane, Manchester, 18. Rus. 2874-5. (2530

1953 Ford Consul, black, faultless; 6575.—Smith Tel. Western 2312. 1951-2 Ford Consul, radio, heater, extras, leather, don), S.E.S. Rodney 2201.—Steele Griffiths (Longary), S.E.S. Rodney 2201.

WHY secondhand?—New Consul convertibles from stock.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5, Ealing 1475.

1955 Ford Consul saloon, works mileage.—Sidney
Marcus, Ltd., 33, Sloane St., S.W.1. Sel.
[C3006]

1953 Ford Consul saloon, black with red leather factly maintained; 2850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Oladstone 2234. Open week-days & a.m. to 6 p.m. (C2006 1954 tyres; a perfect car throughout; £395,—Morley, 94, & Greather, beater, beat

1955 model Consul, black, heater, extremely mileage, as new, taxed; £685.—Richards Carr. Ltd., 35, Kinnerton St., S.W 1. Sloane 5424.

1952 Ford Consul saloon, black, fitted heater, ver good condition, taxed; £495.—Thunderslet Garage, Ltd., Thundersley, Essex. South Benfleet 2272 1954 Ford Censul saloon, black/red leather, mileage, one owner, as new, guarant coas. Kings Motors, 1, High St., Hounslow.

1955 Ford Consul, black red, heater, one owner, consultation of the minutes of the consultation of the con

1955 Ford Consul saloon, 4,000 miles, heater; 1955 Ford Consul saloon, 4,000 miles, heater; 14, Upper St. Martin's Lane, London, W.C.2 (adj. Lelcester Square Tube Station). Temple Star 5588.

1953-4 Consul in Dorchester grey/red hide in-blemished, tuerior, heater: taxed year, extras, un-blemished, tuet as an unused car, low mileage; 2575; consider part exchange.—14, Bulkington Ave., Worth-ing 1859.

Consult ing 1859. (Sept.) Ford Consul, blue, grey interior.

1953 iow mileage, fitted bester, wing mirrors, etc., this rooms, 6-scater, family car is practically as new; £595.—Hillwood Motors, Mill Hill (London).

RIDE & CLARKE, Ltd.—1954 Ford Consul saloons, low mileage, heater, several from £599; 1955, one ner, £499; 1951, radio, heater, £469; terms, ex-ninges, lists; guarantee.—Stockwell Rd., g.W.9. Brit-c 2551. [C5068

1951 Pord Consul black saloon with brown leather, radio and heater, taxed, 2475, or exchange for '51 or '52 Ford Zephyr same condition,—Vandyke 4936. London, 10 colock to 6 clock.

FORD CONSUL
HATTON CROSS GARAGE offer 1954 Consul, fawn/
red, radio, heater, wing mirror, etc., one owner,
15,000 mikes: £650.—Great South-West Ed., Feltham
Peitham 217. BRUTONS.—1955 (August), 20,000 miles, one owner, black, unmarked, new tyres, heater, taxed; £565; terms and exchanges.—1s, Lexham Gardens Mews, W.5. (C1104) Premanule 9129.

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M DAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars, Used Car Department, Hyde Park [W1086]

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WHY accept less for your Ford Consul saloon, 1961 to 1955, when you can get its full market value

from
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FCricklewood Bdy., London, N.W.2. Gindstone 2234,
Open week-days 8 a.m. to 6 p.m. [W2008
H. A. SAUNDERS require Consuls for cash or
Spectwell 0011. [W4004 FORD Consul buyers.—Motourists (London), Ltd Great North Rd., East Finchley Station, N., Tudor 2301-2.

W. HAROLD PERRY require Ford Consul cars.— Used Car Dept., 1105-1111, High fid., Whetstone, N.20. Tel. Hillside 6621 (W5042

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers.—
1952 (November) Zephyr saloon, Winchester blue, exconditioned engine, Eds., ted., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. (23042)

HPG

1953 (28/11/52) Ford Zephyr saloon, excellently maintained and in virtually faultiess order throughout, the black cellulose and red leather are unmarked, fitted heater; a genuine bargain at 2855 or fair offer; terms, exchanges—Highams Park Garages, Ltd., Bereiler Rd., Highams Park, London, E4. Larkswood 7208/2051. SLOCOMBES, Ltd.

1955 Ford Zephyr convertible, immaculate, low mileage; £875,—38-52 Dudden Hill Lane. (C4017) CAR MART, Ltd.

1953-54 Ford Zephyr saloon, heater, blue with blue leather upholstery; £595.

CAR MART. Ltd., 16, Uxbridge Rd., Ealing, W.5. [C1039] GATEHOUSE offer:-

1953 model (registered December, '52) Ford Zephy as described in "Used Cars on the Road "feature Autocar, August 26th: £595.—Gatehouse Motors, Ltd. Higheate Village, London, N.6. Tel. Mountview 4444.

B. J HUNTER, Ltd., offer:-

1954 Ford Zephyr convertible, low mileage, power hood, radio, heater; £825.

B. J. HUNTER, Ltd., 22, Crickiewood Broadway, C2040 GLANFIELD LAWRENCE, offer:-

1953 Ford Zephyr saloon, grey/red leather, radio and heater, in outstanding condition; £645, 407, High Rd., N.12. Finchley 0091. GORDON CARS (LONDON), Ltd., offer:-

CONVERTIBLE, 1963 Ford Zephyr, black, radio, heater, power-operated hood, 10,000 inities; £795, —373, Euston Rd., N.W.1. Eus. 6611.

RICHARDS & CARR. Ltd., are always best value. 1954 (November) Zephyr saloon, Laycock de Nor-manville overdrive, heater, screensprays, countless other extras, black, in superlative condition;

1953 Zéphyr aaloon, one owner, Laycock de Nor-land de la land de

35. Kinnerton St., London, S.W.1. Tel. Sloane 5424

1955 Zephyr convertible coupe, leather, heater, power hood, list price; £694/7/6.
R IFCO, Ltd. (Zephyrs purchased), 16, Albemarle 8t., Mayrair, London, W.I. Hyde Park £952-5-4. [03052]

1953 (Nov.) Ford Zephyr, black, low mileage, un-used last 12 months, an immaculate car; £575. DENRAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2566. FORD Zephyr 1951, radio, heater, etc.; good condition; £495 o.n.o.—Tel. Flaxman 6502. [2381

CHARLES FOLLETT, Ltd., official Ford Agents, Offer: Depthyr 1953 (Nov.), 1954 features, green and mirrors, one owner, exhibition such thesis; 2 wing mirrors, one owner, exhibition such thesis; 2 wing mirrors, one owner, exhibition such that it is a such that it is su

1952 Ford Zephyr saloon, Canterbury green, radio, W. J. BROWN, Lid., Ford distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. [C1025] 1953 Ford Zephyr de luxe saloon, blue, leather heater, radio, 12,000 miles only, one owner.

A LEXANDER ENGINEERING Co., Ltd., Haddenham. 1955 (July) Ford Zephyr convertible, 1,800 miles only, heater, underseal, one owner, as new;

GORDON CARS (LONDON), Ltd., Highfield Garage, Golders Green Rd., N.W.11. Spc. 9761. [218] WHY secondhand?—New Zephyr convertibles from stock.—Sharwood Motors, Ltd., 32, Unbridge Rd., W.5. Ealing 1475.

1952 Ford Zephyr saloon, heater, 32,00 green, excellent condition.—Salmons 1953 Zephyr, one owner, blue, immaculate Jack Pozner (Automobiles), 395, p. Way, N.W.4. Hen. 8011-2.

1953 (August) Zephyr saloon, black, leather, heater, lear mileage, excellent tion; £575.—Robbins, East Putney, Tel. 7881.

1953 Ford Zephyr saloon: £585.—Montree J Buckhurst Hill, Esex. Tel 1171-2. FORD Zephyr, September. 1952, radio, heater, o mmaculate condition: £555.—Kirkdale Cars. Corner. Sydenham, 8.2. & Sydenham 6129. 1955 Ford Zephyr convertible 2,000 miles, operated hood, many extras, one owner,—Castle Street Motors, 13, Castle St., Brighton

1951 Ford Zephyr saloon, immaculate, arthur de catras; £323.—Norman Aut. 6xe. Meath 4657. Tel. Th

1953 model Ford Zephyr, immaculate thro part exchanges.—Percy D. Sleeman, Ltd., 91, Rd., Dzbridge 5092.

1951 Zephyr, new engine recently, radio, covers, spot, screen washers, imm £545.—Jack Pozner (Automobiles), 395, Hende N.W.4. Hen. 8011-2.

575 cm. 1954 Ford Zephyr saloon leather, one owner, exceptional, taxed; terms, exclist; cper, 9-" week-days and Saturdays.—1 Smith, Hamp-teed (Hampstead Tube). Ha 6041.

1953 Ford Zephyr, blue with grey leather upbol-overer, low mileage, cost £875.—Conway Motors (Hove), Ltd., 197, King's Rd., Chelsea. Flaxmen 7638 and drow 20107. DRIDE & CLARKE, Ltd.—1954 Ford Zephyr raison, heater, one owner, £659; 1953, low mileage, radie, heater, from £569; 1951, radio, heater, £499, terms, exchanges, lists; guarantee,—Stockwell Rd., & W.9. Brixton £621.

Brixton 6251.

1953 Ford Zephyr saloon, low mileage, fitted heater
red leather, in very superior condition throughout,
laxed year; 2545.—Another bargain from Cole
Garages, Ltd., 42, Worple Rd., 8,W.19. Wimbledon
195.

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Ford Zophyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Cer Department, Hyde Park [W1086 ALMOST new Zephyr required immediately -54, Streatham Hill, S.W.2, Tulse Hill 2676, [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. WANTED, 1955-54 Ford Zephyr, must have radio, heater and be under 15,000 miles, and faultices.

-Altwood Garage, Altwood Ed., Maidenhead. Teil. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076 [W107]

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel, Rillside 6621, offers:—1954 (first registered December, '55) Zodiac, grey/aments, low mileage, one owner, excellents condition;

6725.

20diac saloon, black with grey/fawn upmats, exterior sun visor and undersealed, mileage 7,500,
lammaculate condition: 2775.

W. HAROLD PERFY Ltd., 1105-1111, Righ Rd.
Whetstone, N.20 Tel. Hillside 6621. [C3042

WHY secondhand?—New Zodiac asloops from stack
—Sharwood Motors, Ltd., 52, Uxbridge Rd., W.5
Ealing 1475.

1955 Ford Zodiac saloon, virtually new ctc.—Autowork, Ltd., Southgate the chester. Tel. 4965.

1955 (April) Zodiac, grey/blue, 5,000 from 6,765 new, choice of two, from 6,765 Erskine & Sons, Ltd., 24, Commercial Rd. Wok

1954 Ford Zodiac, grey/green, 16,700 mill owner, absolutely perfect condition; Frame, 118, Laceby Rd., Grimsby. Tel. Grimsby

SERVICE: Works and Stares—Barnedale Yard. of IC2010 HAROLD SIMONS, Ltd., 397-401. High Rd., East Eigin Ave., W 9. Cunningham 5936. [C2010]

1955 Zodiac, grey/green, Laystall conversion over-6,000; 2895.—Wellowsk Motors, Ltd., 107, Crawford St., London, W.I. (Near Baker St. Station.) Welbeck 1159 (C4045)

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RAYMOND WAY, the hire purchase specialists.

1951 Ford Pilot saloon, dark blue coachwork with previous owner, recent extensive overhaul; 559en.

If the purchase terms on the spot with no reference, your present motor cycle or car; always 200 cars under 2400 to choose from.

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Welwyn 481-2-5, offer;—
1949 Ford Pilot, finished black, reconditioned
agine recently fitted, new battery, good
tyres, condition excellent throughout; 2310; maximum

£245 —Ford Pliot, black, radio, heater; cheapest yet offered; must sell.—R. Brown, E. Coldney Ave., Warmiey, Bristol.

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1939 91A V.8 Dagenham 4-door shooting brake engine, heater and re-upholstered, outstanding condition, new tyres.—Box 5957.

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Tel. Colindale \$185.

1951 ford Pilot, black, one owner, immacula dition, 55,000 miles, fitted heater hydraulic jacks, 5 new tyres, licensed and insue of year. Seen by appointment,—Smith, Broot Beattock, Scotland.

Ford V.8 Care Wanted
Pollot saloons urgently required by Jack Pozner
(Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Pord Pilot.—Hampstead (Tube), N.W.3.
[W4018/R

1949 Ford Customs 4-door splean

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

UTILITY-FORD OR OTHER BODIES 1937 Ford 30hp Dagenham-bodied 6-seater utility, a useful vehicle for £145 or £50 deposit —

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1953 Ford Customline, 16,000 miles, as new.
SCOTT CARS, 347, Pinchley Rd., London, N.W.3.
Tell. Hampstead 7779/8876. 1954 Ford Customline, radio, heater, loose covers, 10,000 miles, absolutely as new.
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ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincolo Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. model Ford Country Squire, esta exter, radio and heater, Fordomat mpson (Motors), Ltd., 91-95, Fulham ion, S.W.5. Kensington 4858.

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RIGHT hand drive Ford V.8 6-seater touring a street of the second control of the seater touring a case of the seater upholstery. The car in outstanding mechanical order and guarantees of the seater of the seater

1953 Ford Customline 4-door caloon, tube model with every extra inclusion faitewall tyres, low mileage, one owner; hanges: £1,75.—D. F. Wre't, Ltd., 51-3 reen Rd., West Mampsterd, London, N. W.

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Ford Mercury V.8 1950, first registered
toms duties paid, 2-door, l.h.d., Whiteclean, wrap-round rear window, low,
555.—Petersheld Garages, 1357, Stratford
am. Springheld 1948, [2220] A MERICAN For 1955, Custom wails, 42,000, clustreamlined; £565

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HAVE your car serviced by the experts. ATISPACTION guaranteed.

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1951 Le Mans Replica Frazer Nash, just had £485 to by ourselves, resprayed British racing green, ideal cat for road/club meeting use; £800 or near offer.—Bot Gerard Cars, Abbey Lane, Lelcester. Tel. 6131-2-3-4.

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1939 Frazer Nash-B.M.W. type 321 2-litre 4-seater
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345ms.—Frazer Nash-B.M.W. 1938 2-litre 32
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Rowland Smith, Hampstead (Hampstead Tube)
Hampstead 6041.

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1954 Healey 3-litre convertible, 10,000 miles. 1953 Healey 2.4-litre TickTord saloon.

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ILVERSTONE E Type, March 1951, one of the last built, unmarked in olive green, terrific perform-CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-sington, London, S.W.3. Flaxman 0052/7253/ (C1046

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J. H. BARTLETT.—Healey 1951 Tickford calcon mileage, heater, radio, spotlanda, 27mpg, 100 exceptional condition; 2075.—47, Pembridge V. W.11. Bay, 0523.

Richards & Care Ltd., buy Healeys.—35, Kin-nerton St. S. Wi. Sloame 5424. (W3045

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W. HAROED PERRY, Ltd.. 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—1954 Hillman Minx Mark VII convertible, black with heater and wheel trims, very nice on-

dition: £625.

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1955 Minx drop head coupe, black mileage only
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1952 Hillman Minx saloon, low mileage, fitted heater, etc., one fastidious owner, taxed; 1953 Hillman Minx saloon, low mileage one one owner, perfect condition, taxed, choice of 2;

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1954 Mark VII Minx convertible, marcon, radio, ing 15,000 miles, in really beautiful condition throughout: £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.5. Flaxman 0052/7253.

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1955 top, gream and red with red upholstery, 5,000 miles: £225.

1955 Hillman Minx Mark VIII de luxe saloon. 1955 Hillman Minx Mark VIII de luxe saloon. 1954 Hillman Minx Mark VIII de luxe saloon. 1954 Hillman Minx Mark VII alsoon, black with red upholstery, 2,000 miles; £850, with 1954 Hillman Minx Mark VII convertible couper. 1955 Hillman Minx Mark VII convertible couper. 1956 Hillman Minx Mark VIII convertible couper. 1956 Hillman Minx Mark VIII Convertible Couper. 1956 Hillman Minx Mark VIII (1956 Hillman Minx VIII (1956 Hi

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1953 (March) Hillman Minx saloon, bise, red in-only one terior, heater, overriders, taxed, 9,000 miles 1. Roberts Mews. Lowndes Place, Beigrave Sq., Lon-1. Goo, S.W.I. Sloane 4086. 1953 low milesge; £550.—Steele Griffiths (Lon-don), S.E.S. Rodney 2201.

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Minx, £175.—335, High Rd., Wembley, Middx, Tel.
Wembley 4422.

Minx, £175.—355, High Rd., Wembley, Middx. Tel.

1955 Minx ohv de luxe saloud, black, 3,000 miles;

1954 (September) Minx, grey, with heater, 12,000

1954 (September) Minx, grey, with heater, 12,000

1954 (September) Minx drop head coupe; £495.—

1950 Hillman Minx specials saloun, grey (Tel.) \$1,000 hillman minx specials saloun, grey (Tel.) \$1,000 hillman Minx specials saloun, grey (Tel.) \$1,000 hillman Minx specials \$1,000 hillman Minx grey (Tel.) \$1,000 hillman Minx grey (Tel.) heater, bow milesye:

1954 Hillman Minx, grey/red, heater, low mileage; £660.—Odeon Motors, Ltd., Bar. 1144. [C3028 1955 Hillman Minx de luxe, as new: £650.-Allonby, Stanford, Longborough. Tel. 3969.

1941 Minx de luise saloun, pleasing condition, en reprise 3,000 miles, new tyres and ha torvarious extrast £240 or offera—89s. 1488. [1957]
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ATE 1947 Hillman d/h coupe, excellent condition throughout, private sale; £320.—Birchail, 11. The throughout, private sale; £320.—Birchail, 11. The Terrace, Barnes. Fro. 570.

1953 Minx Estate, in magnificent condition throughout; £575; written guarantee; terms, exchangee; trade enquiries welcomed.

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1930 Hillman 10bg., resprayed; £195.—Tules Hill Tel. Tules Hill Tel.

Tel. Tulse Hill 7105-6.

1953 (June) Hillman Mk. VI saloon, green, fawn salenter, heater, genuline one-owner car, total mileage 19,000 only, taxed year; £565, and the sale of the sale of

1954 (November) Minx saloon, beige, red leather, numerous extras. including radio, heater and underseal, superb condition; £725.—Robbins, East Putney. Tel. 7891.

1954 6845; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252.

(C5062)
1955 Millman Minx saloon, beige, red leather, 1,700
Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1955

1953 Hillman Minx, one owner, low mileage: £545; hire purchase and part exchanges welcomed.—Herbert & Mills Church Rd., Ashford, Middx. Tel. 2960.

Tel. 2960. 1953 Hillman Minx Mark V convertible, blue/fawn. 24,000 miles: £525; exchanges.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Croydon (2475)

1954 Hillman 2-door d.h.e., heater, most carefully with fawn metrior; 6695.—Healys, Henlys Corner, North Circular Rd., N.W.11. Pinchley 0081. [2655]
JACK ROSE, Ltd., offer 1953 Hillman Minx saloon in blue, almost unmarked, 13,000 miles; £555.—Stafford Rd. Wallington, Surrey, Wal. 6677; also High-R. Bantead, Burgh Heath 2376. [C3056]

1954. Banaceac, Burgn Heatn 2576. [C3056]
1954. Fradio, many extras, one owner; £650.—A.
Owen (Hendom), Ltd., The Hyde, Hendom, N.W.S. Tel.
Colindale 3185... [2437]

1955 (April) convertible, ohv, black, brown Motors, Ltd., Mayday Rd., Croydon, Thornton Heath

5475-4-5. (August) Hillman Minx Mk. VI saloon, quartz one owner, taxed year, guaranteed mileage I.100 and quite definitely like new £575.

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1955 (New York) Hillman Minx Californian one green, as new; £695.—The Bucks Motor Co. Ltd. Aylesbury 164-5. The Bucks Motor Co. Ltd. A

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Hill.Man Minx Extate. 1954 Mk. VII, taxed for year. Himmaculate black paintwork, heater, windscreen washer. Windtones, Flamethrower: £675.—Linford Engineering, 93a, Baker St., Birmingham, 11. [1705 1954 saloon, one owner, 14,000 miles, fitted heater and loose covers, black red, overhead valve engine: £645.—The Bucks Motor Co., Ltd., Aylesbury 164-5.

AZ MOTORS offer 1952 model convertible, can you beat this value; £475. Also 1938 10hp salcon. engine resleeved; £175!!!-100, Palmerston Rd. N.W.6. Mal. 4723.

sengine residevec; £17511—100, Palmerston Rd., 1728.

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1965 model Hillman Minx drop head coupe in only 27,000, one careful owner, original excellent tyres, car can only be described as new throughout, milesage any trial or examination welcomed; 285 or 215 down, balance over 24 months; exchanges arranged.—Call Mitcham Common, Surrey, Mitcham Sa53. P. [2180]

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1955 (August) Hillman Husky, works mileage.

SCOTT CARS, 347, Pinchley Rd., London, N.W.S. [C4016]

The Hampstead 7779/8676. [2415]

E6000—miles.—Tel. Gerrard 7800. [2415]

1955 Marcus, Ltd., 53, Sloane St., S.W.I. Bet.

JACK ROSE, Ltd., offer 1955 Hillman Husky, low mileage; £575.—Stafford Rd., Wallington, Surrey, Wal. 6677; also Burgh Heath 2376. (C3056/1 1954 first-class order throughout; £565.—Richards & Carr, Ltd., E., Kinnerton St., & W.I., Sloane 5424, (C3045)

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H.R.G.

345 gns.—H.R.G. 11-htre aerodynamic sports 2seater, excellent condition; terms, exchanges;
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(C4018

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1936 Hudson 17 drop head coupe, recon. engine and gear box. fills available, cream, taxed, £125 or £50 deposit.—Bray Motors, 180/184, West End Lane, N.W. 6. Hampstead 6490. [C1024]

HUDSON.—The new 1955 Hudson Rambler, cream/delivery, first type £1,56 blue 7. Mawmond Charles of Broad 8t., Bironingham, Mid. 7527. Official Hudson agents.

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HUDBON MOTORS, Ltd., Great West Rd., London,
W.4. Chiswick 362; Brst-class service for all
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WM 1951 Humber Pullman, guaranteed mileage only 20,000, as new; £1.395.—See below.

1947 Humber Pullman H. J. Mulliner sedanca, de Mulliner sedanca, de Mulliner sedanca, de monte de mont

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Name of the control o

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1954-55 Humber Hawk saloon, radio, heater, grey with maroon upholstery; £815.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9.
[C1039] E.M.A., Ltd., Southeen.

1955 Humber Hawk Mk, VI saloon, colour green that the multiple state of the saloon, colour green heater, screnwashers, etc., £925.

E.M.A., Ltd., Grove Rd. South, Southsea. Portamouth 2168.

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1955 Humber Super Stipe saloon, grey with grey belikhers, radio, heater, one owner, low milesge, tax paid, practically new \$1.085.

WANMORE CARACE Ltd., 1176. Christchurch Rd., Boscombe E., Bournemouth (Tel Southbourne 18384). TOM GARNER. Ltd., offer:-

1951 Humber Pullman Mark III 7-passenger 1953 Humber imperial Mark III 7-passenger saloon, black, heater, 21,295, humber imperial Mark III 7-passenger saloon, black heater, radio; 21,395, humber imperial Mark III 7-passenger saloon, TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 2963-6-7, ROSE & YOUNG, Ltd., offer:—

1954 Humber Super Snipe saloon, low milease, covers, whitewall tyres, immaculate, blue; E951, 1953 (Dec.) Humber Super Snipe saloon, low miles, 1953 (Dec.) Humber Super Snipe saloon, low miles, 1954

WANSTEAD MOTORS, Ltd., offer:-

1952 Humber Super Snipe, bronze, red leather terior, loose covers; radio, spot lamp; £57 MANTERAD MOTORS, Ltd., 943, Eastern floor, visionis il 155-5-7. [O. Working MOTORS (Mercedes distributors).

1955 (July) Humber Hawk saloon, 5,100 miles only fitted overdrive and heater, black/red leather cost new £1,100, offered at £925.—Maybury Hill Garage, Woking 4277-5.

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OFFER the following selection of high-class Rumbes from their stock of over 500 cars; the selection below represents the selection below represents Rumbers and part of cardinates and varied slock of Rumbers and other Limounines, and other Limounines, and card listed below carry our special 6-months represents the cardinates and cardinates are cardinates and cardinates and cardinates are cardinates and cardinates and cardinates are cardinates are cardinates and cardinates are cardinates and cardinates are cardinates and cardinates are cardinates and cardinates are cardinates are cardinates and cardinates are cardinates and cardinates are cardinates are cardinates and cardinates are cardinates are

sines. All cars issed below carry our special 6-months' guarantee; guarantee;

Handson immousine, 1982, dmilar Mark III
HUMBER Pullman limousine, 1982; choice wif sven
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L1949, extensive reconditioning carried out in our
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HUMBER Pullmen limousine, 1947, genuine post-war model, rasor-edge body styling as above, smart black finish, a wise ore all round. See the control of the control of the control of the control of the car catalogue and illustrated henchure. Showrooms open until 8 p.m. [C1035]

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1954 [November] Humber Super Snipe Mark IV.

1954 [atest model, seloon with bucket seats, grey with red upholster, L.200 miles; £1,150.

WALWICK WIRGHT, £46, 150, New Bond St., W.I. Maylair 976.

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1955 model Humber Hawk Mk. VI saloon, over-drive, 4,000 miles, as new; £885, WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16. Sta, \$434,

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A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. HUMBER Super Snipe (July 1950). black, beige Leather, £465.—Stratstone, Ltd., 40, Berkeley St., London, W.1. (Mayfair 4404.)

7000 miles, Humber Hawk 1953 in grey with red leather, heater, Ace Embellishers, etc.; J. DAVY, Ltd., 180/4, Kensington High St., W.S. (C1069

1949 Humber Pullman limousine, privately owned, immaculate; £865.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. CAMDEN MOTORS for high-class display advert 'Where-to-Buy " si

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1955 (June) Humber Hawk Mark VI with colour Seal grey with red interior, as new; £925. Bucks Motor Co., Ltd., Aylesbury 164-5.

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180, High St., Guidiora. Giore Soine Pullman limou-1949 (April) Humber Super Snipe Pullman limou-ine, finished black, one local owner, chauf-feur driven, superb condition throughout, taxed to Dec., £800; terms arranged.—12, Church St., Luton 4812.

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GATEHOUSF der:-

1952 (December registration) Jaguar XK120, Motors, Ltd., Highgate Village, London, N.S. Tel. Mountview 4444.

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1955 (June) XX140 Roadster, radio. 1,000 miles; 1954 immaculate; £1,095. 1954 immaculate; £1,095. 1954 immaculate; £1,095. 1954 immaculate; £1,095. 1954 immaculate; £1,090 convertible, 16,000 miles, extras, model XX120, fixed head, 17,000 miles, immaculate; £1,050. The head, 17,000 miles, immaculate; £395. —Xingston By-Pass, Tolworth, £1,000 miles, £395. 1955. 1955. 1956. 195

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1953 Jagust Mark VII saloon, sun 1953 radio, heater, most superb conditi B. J. HUNTER, Ltd., 22, Cricklewood N.W.Z. Tel. Gladstone 693.

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1953 Jaguar XK120 Roadster, grey, many modifi-TOM GARNER, Ltd., 19-12, Peter St., Manchester 2. Biactriars 2935-6-7. W. MOTORS, Ltd., offer:—

1954 model Jaguar XK120 drop head coupe, pall blue, one owner, 10,000 miles, as new, many extras; E.1.225.—Bridge Motor Works. Walton-on-Thames 2404-5-6.

H. BEART & Co., Ltd., offer:-

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102. London Rd., and High St., Kingston-on-Thames, Kingston 3349.

GREAT WESTERN MOTORS. OFFICIALLY appointed Jaguar dealers.

1954 (model) XK120 d/h coupe, beige, red new hood, low mileage, one owner; A 1952 fitted radio, a very attractive car, mo

1950 Mark V mioon, black, brown hide, in excel-1950 Mark V mioon, black, brown hide, in excel-lent coedition throughout; \$565. ALL the above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee. 4-6-5, Bishopsbridge Rd., W.2. Ambaseador 1061.

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1955 Jaguar XK140 hard top and D.H. coupe.

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1955 special extras melude why wheels, Michelin K tyres, twin exhausts, Radiomobile, 5.000 miles only, one owner, white/red leather, originally cost £1.825. offered at £1.625. Which was a subject of the subject of DUNCAN HAMILTON & Co. for Jaguars.

1954 Jaguar KK120 drop head coupe, black with washers, wing mirrors, Michelin X tyres, superby maintained by one owner: £1.12 tyres, superby laguar Kk.120 reduced by the couper of the CARTWRIGHT, HAMILTON CARS Ltd., offer:-

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1953 ark VII Jaguar saloos, black and grey, 16,000 miles, excellent condition throughout; £1.085.—D. J. Shephera & Co. (Enfeid). Ltd... 436, Hertford Rd., Enfeid. Howard 1831. (C4009 JACUAR, new July, 1955, 800 miles, battleship grey and red: £1,495 0.n.o.—Erith 5291. [2398

WESSEX MOTORS, St. Cross Rd., Winchester.

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1954 (Feb.) Mk. VII, finished in grey with red speedo 15,000 one owner, FEL. Mr. Wilkins at Winchester 5555.

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1953 Jaguar XK120 convertible, black and beige, 1953 radio, etc., 26,000 miles; £1,075, 1953 one owner; £1,252 convertible, cream and red. COMBS & SONS (GULLDFORD), Ltd., St. Cather-Guildford & Sons (GULLDFORD), Collidord, Surrey, Tollidord, Surrey, CHARLES FOLLETT, Ltd., official Jaguar agents.

1955 Jaguar XK140 2-seater, colour cream with 1955 beige and red upholstery, fitted suitcases, this car was supplied by us new last month and has covered 400 miles only; £1525. 2 HOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010 CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers),

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SS 100 1959 prototype fixed head coupe. 2-tons to horons. complete overhaul 2,000 miles ago, radio and many other extras, new tyres; £385.

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Jack will-liabs MOTORS, Ltd., 159, Priory Rd.
Jack will-liabs MOTORS, Ltd., 1574. [C4054]
1950 Januar 3½-liten Mark V alloon, black, with an leather; warlous extras £398.
Parkers (MANCHESTER & BOLTON), Ltd., Brasi-shawate. Bolton 4080.

A CLAND & TABOR. Ltd., Welwyn By-Pass, Herts. Welwyn 831-2-3, Offer:—
1954 Jaguar XK120, finished cream, red leather, immaculate condition throughout; £1,095; maximum H.P. terms available. Ltd., Ltd

mum H.P. terms available. [CJJ07]
S IMPSON'S MOTORS (WEMBLEY), Ltd., English
Car Sales Division, offer:—
1948 Jaguar 14-litre, heater, washers, £395Jaguar, £125-955, High Rd., Wembley, Middx Tell
Wembley 4422.

1951 XK120, grey with red leather, many extras, never raced; £750,—Tel. Fia. 7381. [2361 CAMDEN MOTORS for high-class Jaguara display advert "Where-to-Buy" supplement, it this issue. BEARTS OF KINGSTON, Jaguar specialists. asies, spares, repairs.—102, London Rd., Kingston, Tel.

ADK ROSE, Ltd., offer 1983 Jaguar Mark VII saldon, green, with green hide, one owner; 2945.—Stafford

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1950 Jaguar 21/2 Mark W saloon, black, excellent 38,000, radio; Liverpool area; £525.—Aughter

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Pinchley 6222-5-4.

1946 1/2-litre Jaguar de luxe saioon, black/brown, Ltd., Gulidford Rd. Weing 1282.

1955 (March) Jaguar saioon, 2.000 miles, offers.
Ravenswood, Leven Avenue, Bournemouth. [C4023] C4023

Ravenswood. Leven Avenue, Bournemouth. [Ca023 1949] Jaguar 2½-litre Mark V saloon, Black, one womer, nice condition; £345.—Jacquier, Ltd., 225-7. Hammersnith Rd., W.6. Riverside 6677-8.

995cms.—Jaguar, 1954 KK120 dh. coupe, grey, red mileage; terms, exchanges.—Rowland Smith. below. 145 cms.—Jaguar, 1959 2½-litre saloon, silding heat. 145 cms.—Jaguar, 1959 2½-litre saloon, silding heat. 185; open 9-7 week-days and Sautréays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 6041.

1948 3½-litre special-equipment saloon, exquisite example, taxed, heater, etc.; £395.—Richards & Carr 14d M Kinperton St. S. W. 1. Sloans 5424.

1951 Mark W d.h., 22,000 miles, dition, very good tyres, Vynic extras, radio, heater: 6675,—Pop. 6961/

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£225 111 1940 51/2-litre saloon, excep new tyres; terrific performan sain!—A.Z. Motors, Palmerston Rd...

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JAGUAR Mark VII type M. fitted with ove ale, 1,800 mies.—St. Lukes Garage, W Mews, London, W.2. Bay, 1700.

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1949 1%-litre Jaguar saloon de luxe model black, guaranteed, 6,500 miles only, in new condition: £575.—L. F. Dove. Ltd., 69, Br Wimbledon, S.W.19. Liberty 3456.

1952 Jaguar Mark VII valoon, black/red leather, one owner, 26,000, chausteur driven, exceptional condition; £850.—Godfrey Motor Co., Ltd., North Bd., Cardiff. Tel. 22121-2-3.

1955 Jaguar Mark VII, finished black with rechange—Riddington & Rimmer (Birkdale Garages) Ltd., 205, Liverpool Rd., Southport. Tel. 68768. [209

change,—Riddington & Buthport. Tel. 68'00. 12-14d., 205, Liverpool Rd., Southport. Tel. 68'00. 14d., 205, Liverpool Rd., Southport. Tel. 68'00. 12d., Southport. Tel. 68'00. 12d., Southport. Tel. 68'00. 12d., Southport. Southport. 12d., Southpor

1951 Jaguar Mark V 3½ sports salcon, radio beloemed; terms and exchanges.—Roys Automobiles Ltd., 127, Parkway, N.W.1 (nearest Tube, Camder Town Station). Eusten 2700/8984.

Town Station). Euston 2700/8894, [CSU09]
1955 (May) Jagara MR. VII type M saloon with
Michelin X tyres, genuine mileage under 5,000. British
racing green, suede green upholstery, as new; £1,550
—Box 6353.

JAGUAR Mark VII saloon, 1952, black with red leather, total mileage 51,000, interior and exterior definitely unmarked; £750 o.n.o.; will take Mo, T.D. ev T.F. part payment.—Tel. Birmingham Highbury \$306, business bours.

PRIDE & CLARKE, Ltd.—1951 Jaguar XK120 black/cream-red, leather, 26,000 miles only, Michola lin X tyres, twin exinausts, immaculate condition; £899 terms, exchanges; lists; guarantee.—237, Brixton Hill S.W.B. Tul 3664-5.

REGISTERED 1947 Jaguar 85100 31/4-litre sports 2-seater, S.R. green outstanding condition throughout, most attractive, 2550. Terms, exchanges.—Matthews of Stockwell, Ltd., 55-57, Stockwell Rd. Erixton 6555 and 2036.

Brixton 6358 and 2036.

1950 Mark V Jaguar, finished black, heater, taxed throughout, any trial; £365; terms, exchanges.—Matthews of Stockwell, Ltd., 55-57, Stockwell Rd. Eriston 6555 and 2036.

JAGUAR 1939 sports saloon, 2½-litre, in first rate condition throughout, black, brown leather interior, almost new tyres, 24mpg, oil consumption nil, very attractive car, owner going overseas, sacrifice; £145.—61, Bambledon Rd., Boscombe, Tel. Southbourne 45956,

1955 model (October, 1954) 51/-litre Jaquar Ma radio, results elleage (6.53, taxed December 2 cut owner British rading green, serviced and ma tained from new by distributors; £1,500.—MacVil Malvern. Tel. 800."

JAGUAR MR. VII 1955 latest M type sports saloon, colour grey with red leather interior trimming; this car is fitted with numerous extras including over-drive and has only done 7.200 miles, and is absolutely as new; virtually only just run in; list price invoiced practically £1,745; compare our price; £1,594. Terms and exchanges.

JELES OARAGES. Showrooms: 50-52. Broad St. Birmingham. Tel. Midland 732,7574. (2350

XK140 (Aug. 1955) drop head coupe, lvory with the coupe of the coupe o

JAGUAR Mk. VII mioon. new, shop solled; £1,395.— British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lene, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588.

Martin's Lane, London, W. (2 (ad), Leicoseer square Tube Station). Temple Bar 3588.

1950 Jaguar MR. V saloon, black, tan pigskin picture of the class condition, fixed wine selegant car is in first class condition, fixed wine selegant car is in first class condition, fixed wine selegant car is in first class condition, fixed wine selegant car is in first class condition, fixed wines and selegant conditions of the selegant selegant

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube). N.W.3. [W4018/R COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar ford. Tel. 62907. [0234/R ALMOST new Jaguar required immediately -54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

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[C1029

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1953 (August) Jupiter series III, low mileage, heater, excellent throughout; £575.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

1950 Jowett Javelin de luxe, black with brown gates. Abinton to Motors, Ltd., Wellingborough Rd., Northampton. Tel. 31086.

Northampton. Tel. 51086. [2281]
1953 Jowett Jupiter 1,485cc, green, excellent condition throughout, one owner, genuine mileage 12,000; £595.—Oxford Cars (Newcastle), 71, New Bridge 8t., Newcastle-on-Type 26970. [2178]

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COMPLETE spares for Javelins and Bradfords always in stock: specialised repairs, tuning and service.—
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2.6 sports saloon, 1951-2, two owners, low mileage, vantage modifications, very fast, extremely well maintained vehicle, will appeal to discriminating purchaser, heater and H.M.V. radio, new batteries; £635 or nearest reasonable offer: terms to suit and exchanges.—Coacheraft, Elm Rd., Evesham. Tel. 6539.

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£190:—1939 Astura S-Hire Farina pillariess saloon;
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Ltd. Kinr's Lynn. Fel. 4129. [6505

DAIMLER 4½-litre 7-passenger imousine (1939), black: 6255.—Stratatione. Ltd., 40, Berkeley St., London, W.I. (Mayfair 4404).

C195. [C4022]

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PRIVATELY owned Humber Pullmans, low misage, selected carriages, 1951 Mark III, £1,095; 1952 leather th. authout, £1,195; megnificent condition, 25hp Hooger Hooger Carbon Control of the Condition, 25hp Hooger Carbon Car

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1952 M.G. 1½-litr saloon, heater, black, beige uphois e.y; £595 — Kingston-on-Thames. [C1093] RAYMOND WAY.

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M.O. T.C. roadster, a magnificent example, enthusiast, various extras included, reconditioned. THE Purchase terms on the spot with no references. Here Purchase terms on the spot with no references, the formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under 6400 to choose from.

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1939 V.A. saloon 12hp 4-cylinder, black; £225.

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1949 Lioyd 4-seater good general condition and appearance, brakes relined, etc.; £165 or near offer for quick sale.—13. Bramley Close, Chertaey, Surrey.

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1955 (June 3,000 miles only: £925.

RIPCO, Ltd. (Magnettes purchased), 16, Albemarie
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Triversity MOTORS, Ltd., guaranteed care always

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1939 M.G. 14-litre. V.A. series: £245.—Montroe Rd., Buckhurst Hill Essex. Tel. 1171-2. [C308 1939 M.G. 2-litre drop head coupe, exceptional condition throughout £285; 3 months' guaran-

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054

1949 M.G. T.C., original racing green cellulose, and the control of the control o

1940 M.G. W.A. 2.6-litre drop head, black, fawn hood, Ace discs, hester, first-class condition; £250.—Pickies, 36, Belwell Lane, Sutton Coldfield. £250.—Pickies, 36, Belwell Lane, Sutton Coldfield.

1947 M.G. T.C., twin spare wheels, luggage rack, very good condition; £350.—L. F. Dove, Ltd., Broadway, Wimbledon, S.W.19. Liberty 3456.

69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]
1950 model M.O. 1½, saloon, maroon with red upholstery, a superb little car, taxed year; 6475.—L. F. Dove, Ltd., Gulldford Rd., Wokins. Wolking 1282. J. H. BARLETT.—M.G. 1950 1½ V-type saloon, bronne with red leather upholstery, reconditioned angine, loose covers, almost unmarked; £495.—27, rembridge Villas, W.11. Bey. 0523.

1951 M.G. 114-litre aaloon, one own that installed now being run in: £525.—68, Rd., Boston. Tel. 3595.

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JACK ROSE, Ltd., offer 1955 M.O. T.F. 1500 model, Jack Rosse, Ltd., offer 1955 M.O. T.F. 1500 model, Jord Rd., wallington, Surrey, Wal. 6677; also High St. Bansteed, Burgh Heath 2876. (C006)
1953 2-stage tuning, luggage grid, win spot lamps, etc.: 2525.—Motorwork (Chalfont), Cerretta

M.G.

M.G. Midget 1955 T.F. 1500 2-seater, lugging tonnege carrier, twin passlights, screen washers, stip tonnege under middle middle makers, said middle middle makers, said middle mid

Sumith, below masslights; terms, exchanges, reconstructions, and the sum of t

M.D. 1940 S.A. 2-light saloon, resprayed dark maroon, just fitted recoin engine, brake linings, battery king pins, diffy, tyres, etc., beautifu cond. and appearance; £295—22, Lingfield Drive, Rochford, Essex. Tel. 57672 or seen city.

\$195 - M.G. 2.6-litre drop head foursome of engine, etc., bils available, recellused, radio, unrepeatable at this price.—Bronfesbury Meys, Kilburn, N.W.6. Maida Vale

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- Dudden Hill Lane, Willesden, N.W.10. Willesden, N.W.10. Willesden, Nearest Underground Dollis Hill Stn. [W4017] ALMOST new M.G. required immediately. -54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016 CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484.

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URGENTLY required, 1947-55 M.G. 114 saloons.—
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HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under the company of the company o

BOON & PORTER, Ltd.

1953 2-door de luxe saloon, grey, numerous extras, 27,000 miles, exceptional throughout, guaranteed; £510. CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. COMPTON & FULLER offer:-

1954 Morris Minor saloon, 2-door, Clarendon grey, immaculate and perfect car; £530.—Odeon Parade, Elmers End, Beckenham. Bec. 3570 [Cl110 DHILIP RICKARDS. Ltd., offer:-

1955 (May) Morris Minor 4-door de luxe saloon, beige, 700 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.I. 7561. C.M.I. CAR SALES (Pri. 6623) offer:-

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THERE months' quarantee; terms; list on application.
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1952 Minor saloon, beautiful order: £455.—Smith
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1953 Morris Minor, grey/red, paintwork and mech.
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1952 Morris Minor saloon, blue and red. one owner, 14,000 miles; £475.

PHENIX MOTOR Co. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey, Vigilant 1121. RICHARDS & CARR, Ltd., are always best value.

1954 convertible, grey, heater, taxed, excellent throughout, one owner: £485, 14,700 mites, 14,700 mites, containing the conta

2000 miles.—Morris Minor 2-door de luxe saloon. EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951; 399, London Rd., Croydon, Thornb Heath 4285; or 12, Chelsea Manor St., S.W.3, Flaman 8181.

1954 (late) 2-door, black, immaculate: £500; b.p. [2076]

MORRIS Minor Traveller 1954, one owner, heater; 2615.
J. DAVY, Ltd., 180/4, Kensington High St. W.S. [Close] Western 9641.

1952 (Oct.) Morris Minor saloon, black with red
interior, beautifully kept, low mileage; £475.

WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16.
(1723)

1952 (June) Morris Minor convertible, green: £445 Primrose 4441. (C.436)

1955 (Feb.) Morris Minor 4-door saloon, blue, 8,000 Tot. 7771 (4 lines). [C207]

1954 (May) 2-door Morris Minor, 14,000 s. 2500.—Ring Bec. 0544 evenings.

1955 Morris Minor Traveller's car, de luxe ex taxed, immaculate condition; 266 Govaerts, 11, Rutiand Crescent, Luton, Beds.

Govaerts, 11. Rutiand Crescent, Luton, Deus.

1949 Morris Minor saloon, beige with beige leather upholstery, radio fitted, this car is in excellent condition throughout; £428, £143 deposit, below, 1953 leather upholstery, excellent condition; £436. £163 deposit, below, 1953 (s.v.) Morris Minor saloon, option, with red leather upholstery, excellent condition; £436, 1953 (s.v.) Morris Minor saloon, green, with beige conditions throughout; £436, £155 deposit, beautiful condition throughout; £436, £155 deposit, £436, £154 deposit, £436, £

1955 (September) Minor, 4-door saloon, works mileage, --Moriey, 54, Streatham Hill, 8. W.1.

MORRIS MINOR
1951 (March) Morris Minor 2-door saloon, green/ LTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70, evenings and week-ends tlewick Green 3076.

1950 convertible; £375; beautiful condition throughout, tools.—62, Park End Rd. [236]

1950 beige tourer, 2 retreads, windscreen washer, fine bodywork, 50,000; £365 o.n.o.—Tel.

1952-3 Minor convertible; £495; exchanges, etc., Autowork, Ltd., Southgate St., Win-ch. ster. Tel. 4965. 1953 Morris Minor convertible, small mileage, one owner; £435.—Castle Street Motors, 13, Castle St., Brighton 24796.

1955 (May) Morris Minor 2-door black saloon True, Tel. Camberley 1916.

1954 2-door Minor de luxe saloon, one owner, Ltd., 273, London Rd., Staines. Tel. 4211-5. (C1080 £520 —1953 (June) Minor 4-door saloon, unmarked.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 6841-2. (C2073

1953 2-door, blue, new ohv engine and gear by just fitted; £495; terms and exchanges. Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920

A RCHIE SIMONS & Co., Ltd.—1954 Morris [317].

A RCHIE SIMONS & Co., Ltd.—1954 Morris [317].

Dtillicon, one owner, low mileage, exceptional condition; £485.—94, Gt. Portland St., W.I. Lan. 1345.

[C4015] 1955 Morris Minor saloon, 4,100 miles, £540; 1955 saloon, 33,000, £465; 1953 convertible, 20,000, £465.—Bargeant & Collins, Bromley. Imperial 2242.

1955 (May) Morris Minor 4-door red. heater. 2,200 miles, as ne £595.—L. F. Dove, Ltd., Guildford Rd.,

1953 Morris Minor 2-door, grey/red. East Hill, Wandsworth, S.W.18 (few minut Junction). Bett. 2252.

1949 (Dec.) Morris Minor convertible, immaculate condition, reconditioned engine recently fitted; £395.—A. Owen (Rendon). Hero, 1950.—Britan decreased the control of the c

1952 Morris Minor 4-door saloon, low mileson.

R. S. Mead (Sales), Ltd., 42, Queen St., Maddenhead.

Tel. Maddenhead 3431-2. (2001)

Box 6265. 1952 (May) Morris Minor 4-door saloon de lux 1952 (rey, 17,000 miles, one owner, excellent con dition: £485.—Dobsons, Ltd. (Morris Agents), Staine (Citor)

1954 Morris Minor Travellers' car, Clarendon blue, red vynide, 3,000 miles, one owner; £610. E. S. Currie, Ltd., 105, Westbourne Grove, W.2. Baya-(C1065

1953 Morris Minor 4-door saloon, black with red ieather, full de luxe model; £565.—Belis Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

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Retford, Notts. Tel. Tuxford 215. [2228

1955 Botrish & Colonial Motors, Itd., 13-14, Upper
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Twill carburettor conversions, h/o head and high ratio rear axis give amazing performance; send for data and road tests; demonstrations; h.p. terms; perf exchanging high performance; send for data and road tests; demonstrations; h.p. terms; 1954 grey and red, heater, screen washer; £525. [1954]

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A LEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.

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375 Since - Morris Minor (November, 1949) saloon, 375 since owner, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 604; 1951 (Aug.) Morris Minor 4-door de luxe saloon, used, extras grey, brown leather, 25,000 miles, spare unused, extras and saloon saloon as new; £475.—G. A. Warren, Hindon, Salisbury.

1955 Morria Minor saloon, 600 miles, £585; slao 1955 Minor saloon, heater, etc., low mileage, as new, £475; exchanges, terms, Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9708 and

Merris Miner Cars Wanter

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tubes. N.W.J. Ham. 6041. SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Morris Minors.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground) Willesden 4889. I W3017 LOW milesage obv cars wanted urgently, particularly convertibles.

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1947 Morris 8 8/E 2-door saloons, one resprayed, both mechanically sound; choice of 2 from PART exchange, H.P., A.A. inspn., guaranteed.

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Fia. £494.
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TYRBY car is thoroughly checked in our workshoo, and is guaranteed for 3 months: hire purchase and exchanges.

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1938 Morris 8.4-door salour; £175.—355. High Rd., Wembley, Middle., Tel. Wembley 4422.

(C015)

1948 Morris 8 Series E 4-door saloon, black with brown interior; £305. Putney 2770. [C30 1948 Morris 8 4-door saloon, as new £355; 5
1ACK WILLIAMS MOTORB, Ltd., 169, Priory Rd.,
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1948 Morris 8 hp 4-door saloon; £550, Ace of
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5476.

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BRUTONS,—Morris 8 1952 2-door aaloon, grey, new h.p., exchanges,—la. Lexham Gardens Mews, W.3. Premantle 9129.

£335!!!—1947 Morris 8 Series E de luxe maioon black with tan leather upholstery, the witcar in almost entirely original condition through Camben McTors, Leighton Bussard 2041. Write for catalogue. Showrooms open until 8 pm. (C1035

PRIVATELY owned Morris 8.—5. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037] H. A. SAUNDERS require 8hp saloons for cash of part exchange.—144. Golder, Green Rd., N.W.11. Speedwell 0011. [W4004 ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube). N.W.5. Hams. 6041.

HARRY DAVIES CAR SALES OF

1938 Morris 10 black saloon, ohv engine, conavailable, excellent car at the right price: £165,
deposit £55.—Part exchanges.—559. High Rd., Willesden, N.W.IO. Willesden 1712.
SIMPSON'S MOTORS (WERBLEY), Ltd., English
Car Sales Division, offer:—215.—355, High Rd.,
Wembley, Edidos. Tel. Wembley 4422.
[C4015]

1939 Morris 10 saloon; £245; 3 months' guarantee; Lerms and exchanges. Ltd., 169. Priory Rd., Horssey, Mountyley 5228 and 5774. [O4054 1939 Morris 10hp saloom, resprayed; £210.—Tulse Hill Motors, £4d., 26, Tulse Hill, Brixton, w 2. Tel Tulse Hill, 106-6.

1948 Morris 13 saloon, sun roof, resprayed, in exchanges,—Mornington Motors, Euston 6658, [1818 1948 Morrs 10 saloon, excellent original con-dition, black; £340.—Station Garage, Bush Hill Park. Laburnum 2062.

1946 Morris 10 saloon, good ondition, engine overhauled, Rotoffos, brakes relined, new battery, any test, no dealers; £285.—Bec. 6322. [2238] battery, any test, no dealers: £285.—Bec. 6322, [2238]

£265.—1939 Morits 10 saloon, one owner, a speciHill, N.W.S. Gulliver 2422

MORRIS 10, series II, excellent condition, loose
cent, Chipping Norton, Coon.
Cont. Ch

1939 (model) Morris 10 series M saloon, brown interior, heater and for lamining condition: £235,—Robbins, East Putney

1788. The condition: £235.—Robbins East Futney. Tell.
1947 Whorfs to asloon, black with brown leathers to the conway Motors (Bues), £255.—Robbins Conway Motors (Bues), £265.—Robbins Conway Motors (Bues), £265.—Robbins Conway Motors (Bues), £265.—Robbins Conway Land Colors (Club, Conway Land Colors), £255.—Robbins Colors (Club, Colors), £255.—Robbins Colors, £255.—Robbins

MORRIS TWELVE

1937 Morris 12 saloon, sound condition; £115;
1939 model Morris 12 saloon; £150.

VARE MOTORS, 472. Archway Rd., Highgate, N. 6. (C4074 Mountview 9039 & 5306.

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1939 Morris 14 saloon, unrepeatable bargain at 1850.

VARE MOTORS, 472. Archway Rd., Highgate, N. 6. (C5074 Mountview 9039 and 5306.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Salos Division, offer:—115.—355, High Rd., 1938 Membley, Middx. Tel. Wembley 4428.

£195 -Morris 14.6 a most exceptional 4-door 4/5-seater saloon, beautifully maintained, a 1937

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MORNIS COWLEY alson, one owner.

1954 (Nov.) Morris Cowley asloon, one owner.

C & W. MOTORS, Ltd., Queens Head Garage, Fast End Rd. N.S. Finchley 6256 (S lines). (Closi

MORRIS OXFORD

1954 Morris Oxford Series II caloon, black, bester.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.
(C1025)
CAR MART, Ltd.

1954 Morris Oxford saloon, heater, black with red upholatery; £615.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1, Euston 122, (Closs)

E.M.A., Ltd., Southses.

1953 Morris Oxford saloon, black with red up-holstery, fitted heater, 20,000 miles; £535. F.M.A., Ltd., Grove Rd. South, Southses. Portsmouth E.M.A., Ltd., Grove Rd. South, Sc. 2188.
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1950 Morris Oxford, grey with red leather, heater, overs; recently decarbonised, one owner; £415 — London office, 282, Kensington High St. W.14, Western 0207. [2964] AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Morris Oxford, first-class condition; £595.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7605 (5 lines). (C1006) 1951 Morris Oxford, black, leather, immaculate condution; £435. MAGDALEN MOTORS, Ltd., 511, Trinity Ba. Wandsworth Common, 8.W.18. Batterses 5573 and 7679. (C5005)

1955 (March) Morris Oxford, green; £700; private 1955 sale.—Long, 8, Merton Rise, M.W.S. [2416]
1954 Series II Oxford, virtuality new car; £695.—
1954 Norman Autos, 564-554, Loudon Rd., West Croydon, Surrer, Tw. Thornton Heath 4657. [C5099 OXFORD 1950, body immaculate, recent engine over-haul, doctor, exr. no dealers, H.F. Str., first reasonable offer,—Tud. 4012.

reasonable offer.—Tud. 4012.

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1952 late; £515.—Jack Potner (Automobiles), 599.

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MORRIS OXFORD

-1955 Morris Oxford Travellers car, new
ondition: exchanges, etc.—Autowork, Ltd.
8t., Winchester. Tel. 4965.
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dorris Oxford 4-door saloon, terms and exnanges, 2595.—Starnes Motors, 108. Crickledway, London, N.W.2. Gladstone 2490, 2319.

1951 Morris Oxford, grey, one owner, fitted he radio, window washers, spo-light, so condition: £475.—Sunny Hill 3599 and Oxford. [1951] Morris Oxford, excellent condition the compact of the condition that the condition of the condition one owner, by the condition one owner, he condition throughout; £425.—Motors, £426., 73-75. Albany St., M.W.I. Euston

1953 Morria Oxford saloon, one owner, court and excellent condition to

19-3 maintained and excellent condition throughts: £955—G. W. Wilkin, Ltd. 1. Weston Park. Kingston. Kin. 8104.
1952 (20ct.) Morris Oxford, green/green, one owner; 20ct. Morris Oxford, green/green, one owner; 20ct. Morris Oxford, green/green, one owner; 20ct. Morris Oxford Green/green, one owner; 20ct. Morris Oxford Green/green/

terms, exchanges—scornington

52.5 model salson, leather

52.5 models, one owner, occuptional, terresther, one owner, occuptional, terresther, of the control of the contro

stead 6041.

1952 Morris Oxford saloon, condition much
1952 average, fitted heater, low mileage, fit
black with red interior, taxed year; £495.—An
argain from Coles Garages, Ltd., 42, Worple
8 W 19. Wimbledon 0195. Swigam from Coles Garages, Ltd., 42, Worple Rd., 2 Rd., 42, Worple Rd., 2 Rd.,

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Streatham Hill, S.W.2. Tulse Hill 2676, [W3016] GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 5559 and 0030. [W2074 OWLAND SMITH! the Car Buyers.—Highest cash prices for Morris Oxford.—Hampatead (Tube). N.W.S. Ham. 6041.

MORRIS SIX 1955 Morris Isis de luxe, leather, heater, work; milesge; list price.—A. Owen (Rendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 5185. [2496 Merris Missellan ous Cars Wanted

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S. West Co. Cleveland Garage, Cleveland St., Tel. Mus. 1982.

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G. W. WILKIN, Ltd., 1, Weston Park, and 84. Eden. St., Kingston. Kingston. End. Morris aperials. [84053]
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R. HARDY & SON, 55. Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coechwork our speciality; exchange engine units; sparse and accessories.—Wel. 1101.

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1951 Nash Rambier coupe in Chelses grey, red beater, twin spots, new white walls, electric hood, etc.; £775. Terms, part exchanges.—359, High Ed. Willesden, N.W.10. Willesden 712. WHITEHALL MOTORS OF COVENTRY offer:—

1953 right-hand drive Statesman Airflight saloon, tan leather radio, heater, overdrive, Whitswall tyres, owned by concessionaires, 24 m.p.s.; offered at a traction of original sense. owned by concessionaires, 24 m.p.g.; offered at a fraction of original costs.

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R H D Asah (November, 1954), Parina type body. Asah (November, 1954

OLDSMOBILE SCOTT CARS, 347, Flüchley Rd., London, N.W.3, Tel. Rammstead 7779-78076 DROOKLANDS OF BOND STREET have for de-livery.

1955 oldsmobile Super 58 4-door sedan, power confidential terms; cars purchased for cash. 103. New Band St., London, W.I. Mayfair 8551

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STAPPSONS MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars."

1950-1 Oldamobile Rocket 88 S-exaster club saloon, etc., fast, magnetic drive, no clutch heater etc., fast, magnetic exceptions of the complex considered.—Bon McKenze., 961, Chester Rd., Stretford. Manchester.

OLDSMOBILE 98 saloon, first reg, June, 1955, 746, 200 heater, power operated steering and brakes, optic eye, colour black and grey, 1,500 miles only, cost 22,840; for sale at £2,500, o.n.o.; exchange considered.—Spink, Ltd., Daimier House, Poole Hill, Bournemouth, 12,5405.

SIMPSONS MOTORS (WEMBLEY) Ltd., the Oldsmobile buyers.—Wembley 8691/3905. [W4015/R

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MAYNER MOTORS, Ltd., Opel distributors, buyers
of all models, comprehensive range of spares;
exchange engine and unit service.—1-6, Southampton
St., Southampton. Tel. 25266/2494 adapticlet, leather,
taxed: terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead
(Hampited Tube), Hampstead 6041. [C4018

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I ANCASHIRE. Cheshire and North Wales distributors
for sales, service and spares.

A FREEMAN. Ltd.. Grosvenor Garage, Burnage
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PRIDE & CLARKE, Ltd.. Opel Stockists, quotations,
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REPAIRS! Parts universal joints, wings, seat covers, £4/10; guaranteed engines, suspensions; cars bought, soid.—Farrant & Frazer, 10, Winchester Mews, N.W.S. Pri. 2647. [S4100

METCALPE & MUNDY, Ltd.

1950 Packard convertible, 36,000 miles, black, with new hood, this car is in immaculate condition: 2785.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471.

1937 2-seater Packard, black, very good condition: (2210 Packard Super 8 5-seater saloon, heater, twin fog lamps, excellent condition; £280.—Tel. Welbeck 5623. PACKARD 1936, 26.4hp, very good condition through-out, excellent tyres; £100 or offers.—She, 5656 after [2385]

6.30 units. The state of the st

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube). N.W.3. [W4018/R T EONARD WILLIAMS & Co., Ltd.

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[W6028]

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JOE THOMPSON (MOTORS), Ltd.—Packard spares
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Kensington 4858. L EONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400, [0469/R]

MAYDAY MOTORS, Ltd.,

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1955 new models available, saloons and shooting MayDay MoTORS. Ltd., Mayday Rd., Crovdon. Thornton Heath S473-4-5.

1956 Peugeot saloon model 205, with extras, 500 per control of the con

PLYMOUTH SIMPSONS MOTORS (WEMBLEY), Ltd., American car specialists; full list see "American Cars." [C4015]

SLOCOMBES, Ltd. PONTIAC PONTIAC Silver Streak VI, regd. January, 1949, duc Percen, extras, fine order, 19mps; £625.—38-52. Dudden Hill Lane, N. W. 10, Willesden 4868. [C4017] PEDIORRE CARS offer:—

1951 Pontiac factory built all-metal full 9-seater radio, heater, air conditioned de luxe, immaculate throughout; £1,550 exchanges and terms welcomed. 300, Euston Rd., N. W.I. Euston 7889. [2434]
1952-3 Pontiae, r.h.d., radio, heater, loose covers, absolutely as new.
SCOTT CARS, 347 Pinchley Rd., London, N.W. 3. Tel. Hampstead 7779,667%.

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[C4015]
PONTIAC 28hp saloon, August, 1938, fitted radio and hester, 5 owners, exceptionally good; £150—Auto Services, Wood St., Birmingham, 16, 12085
FROM stock, one new right-hand drive Pontiac Chieftain sedan in greez; list price; part exchanges and b.p. facilities.—Express Motor Co. & Bodywords, 10, 50, 689fember) Pontiac 4-door saloon, radio, heaker, hydromatic drive, two tone green, with grey cloth upholstery, a superb specimen; terms and exchanges; £750.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Glidstone 2480.

[2511]
Pontiac Cars Wanted

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SIMPSONS MOTORS (WEMBLEY), Ltd., The Pontiac
buyers.—Wembley 8691/3903. [W4015/R OR Pontiac spares and Service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.5. Tel. Flaxman 7752-4.

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OLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middx. Hounslow 6011.

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COOPER Mk. 6. In perfect condition, new tyres, etc.; 2550 0.h.o. or £400 with tuned D/N Norton. MOcar, perfect throughout, bunks, ramps, etc., £150. Newhaven 217.

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COOPER Mr. VII with Norton D.O.H.C., this car has done very little work since new, ready for racing complete with covered trailer; £500.—Forster, 29, Roman Rd. London, E.S. Albert Dock 2091. [2513. COOPER'S GARAGE, ESURBITON), Ltd., of Surbiton Crel. Elmbridge 3346), are the sole concessionaires for the southern half of Great Britain of Ne 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc gports.

1953 sports racing car Lea-Francis 125bh0221/R
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100ks like Frazer Nash; unraced this engine, nuleaze
under 10,000; perfect road car or club racing, just
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1938-47 8-cylinder Fairmile drop head coupe, 5-seater, all aluminium panel work by Coach-craft, chassis in escellent condition; £280.—A-One Motors (London), Ltd., Tate Gallery 0122 and Vandyke 5181.

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GOOD Railton required immediately.—G. Edwards.
Amenbury Lane, Harpenden, Herts. (W2000 EXCELLENT cash prices for good Railton cars.

-H.F. Edwards, 154, Great Titchfield St., London.
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RENAULT cars, spare parts, repairs and service.—
Renault, Ltd., Western Ave., Acton, W.3. Acorn
[0421/R JEWNHAMS, Ltd.

1951 760cc Renault saloon, grey, good condition; NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024] H. A. SAUNDERS, Ltd., offer:-

1954 Renault Pregate saloon, grey, rec. mileage 836—842, High Rd., N.12. Hillside 5272 (8 lines). CO2027

1954 Renault 750cc saloon small mileage, many Mai, 5555-2155. Belsize Rd., N.W.6. DENHAMS GARAGE (ESHER), Ltd., cffer:—

1955 Renault Fregate Amiral 2-litre sun saloon.
mmaculate condition, heater, screenwashers.
fog lamps; 8695.—Portsmouth Rd., Esher. Tel. 2021.
1952 Renault 750 saloon, champagne, lovely con-

1953 Renault 750 saloon, champagne, lovely condition, original tyres, excellent; £445, ALEXANDER ENVINEERING Co., Ltd., Haddenham, Bucks. Tel. 345.
1954 Renault 750 saloon, grey, numerous extras; 1954 good condition; £480.

1 FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 10. Rus. 2874-5. 1954 Renault 750 saloon, genuine mileage under Motors, Conduit St., Leit-ster. Tel. 60319. [Close William Rill Rd., Surbiton. Elimbridge 1875. Established 1909. Offer:—

1955 Fregate 2-litte saloon; £990.

1954 Renault Fregate, absolutely 16,000 miles; £785.—Hyde Park Grosvenor Crescent Mews, S.W.1. Tel. Sh

1951 Renault 750cc saloon, green, w one fastidious owner only, 15,000 G. B. Hall, Ltd., 303, King St., Hamme Riverside 2881.

760 or 750c required. Scarle, Church St., Hammersmith, W.S., 11853
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Wanted ugently.—Remault 750 saloons.—Cox's Motors. Conduit St. Leicester. Tel. 6031;
WELHAM'S RENAULT SALES & SERVICE. Surchase all models.

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1951 December; £725.
1950 Riley 24-litre, fitted Motorola radio, taxed December; £725. 950 (October) 11/2 saloon, super condition; £585. EVERY car 3 months' written guarantee; any make of car taken in part exchange; easiest of terms.

-7, George Yard, Grosvenor Sq., W.1. Mayfair 0.131. (23003) GORDON & GLYNN (The Riley Centre). GORDON & GLYNN (The Riley Centre). (13304)

£325 —1938 Kestrel, blue streak, manual box and £255 —1937 Kestrel Sprite salcon, excellent history, £185 —1936 Merlin 9 salcon, excellent history, £185 —1935 Merlin 9 salcon, excellent history, £185 —1935 Merlin 9 salcon, excellent history, £185 —1935 Herlin 9 salcon, excellent history, £185 —1955 Herlin 9 salcon, 1954 Riley 11/-iltre 4-door salcon, immaculate.

A FREEMAN, Lid., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5.

Sales Division, offer:—
1935 Riley 9 Monaco salcon: £125.—355. High Rd., Wembley, Middx. Tel. Wembley 4422.

1955 series Riley 11/-iltre alloon, genuine 5,000 miles. radio, heater, covers: £1.095. miles. radio, heater, covers: £1.095. different formal for the first of the first o 1947 Riley 14-litre saloon, black with brown brown interfor one owner; 2392.

BOTTOMGATE MOTORS, Ltd., Bolton Rd. Darwen 1774 & Bottomgate, Blackburn 5084. [C3082]
1955 Riley Pathfinder, green, 10,000 miles; £1,200. Tel. Mac. 1156. 48 saloon, very attractive, bood tyres, grey and red many other cars. Button 1968. [Canada and Canada and Can Tube.) Exchanges, h.p.

1954 Riley Pathfinder, grey/red leather, heater;
£1.165.—Odeon Motors, Ltd., Bar. 1144,
(C3028) RILEY 1½-litre saloon (Nov. 1950), green, e condition: £575.—Stratstone Ltd., 40, Berke London, W 1 (Mayfair 4404.) £625.—1951 series Riley 24 roadster, fast attractive cor: exchanges, etc.—Autowork, Ltd... Southgate St., Winchester, Tel. 4965. 1936 aeli; nearest £150.—63. Groveley Rd., Fel-1952 116-litze, black, red leather, one owner, rad heater, superb condition; £735.—Prem Motors, 295, Lewisham High St., S.E.13. Lee 1051. Motors, 295, Lewisham Hight Co., black, excellent condi-1940 Riley 114-little, saloen, black, excellent condi-tion; £215 — Palmer, Bracknell, 117. Bert-[2231 1955 Pathfinder saloon, black beige leather as new throughout; £1.225.—Robbins, East Putney, Tel. 7881 £435 -1947 Riley 14-litre saloon, black, with red leather upholstery, taxed, in excellent con-DENHAM SERVICE STATION, Ltd., Denham. Bucks. Tel Denham 2266. DENHAM SERVICE.

1937 Riley 1½-litre Kestrel Sprite sports saloon.

1937 Riley 1½-litre Kestrel Sprite sports saloon.

285 or £90 deposit.—Below.

1936 at £145 or £80 deposit.—Bray Motors. 180/

184, West End Lane, N.W.S. Hampstead 649. RILEY 144-'i're 1939 saloon, black, excellent tion: 22%, view evenings,-110, Ellerman

RILEY 1950 2½-litre Riley saloon, privately owned, black. heater, acreen washers; £515; no dealers.—Lan. 7781 Monday to Friday. [2405 CAMDEN MOTORS for high-class Rileys, display advert "Where-to-Buy" supplement, 53 this issue. 53 this issue. [Clo35]
CLARKE & SIMPSON, Ltd., Riley males and service, offer one of the largest selections of grammated users. [Clo36]
1954 1%-litre saloons, black or gray, choice of 2; 1951 (Feb.) 2% saloon, black/arvar leather, 44,000 miles; £671. Sloans 4727. [Clo36]
40. Sloans Sg., London, S.W.I. Tel. Sloans 4727. [Clo36] 1947 one owner black saloon, in quite exceptions and exchange of the condition; £445; terms and exchange of the condition of Oscar Moore, 204, Ballards Lane, N.3. Finchley 2820.

1954 Riley 1½-litre, black and beigs leather, 5,000 miles, heater, spare unused, taxed for year immaculate; £975.—36, Notlingham Place, W.1. Wel-beek 0542. peck 0542. Riley 2½-litre saloon, black, green upholstery, 28,000 miles, excellent condition; 2745-street Cross Garage Hendon Way, London, N.W.4. (C1097) 1933 Riley 13.5hp with engine, Wilson gear box, 1963 etc., excellent condition, body damaged.
Contact enthusiastic owner Liberty 1264 with nearest [2135] dition the second mines the second mines and second mines are second mines and second mines are second mines and second mines are second mines 1953 Series Riley 21/2-litre saloon; £778; offer sees.—Sharwood Moters, Ltd., 32, Uxbridge Rd., Ealing 1475.

1955 Riley Pathfinder saloon, 6,000 miles;
Upper St. Martin's Lane, London, W.C.2.
Leicester Square Tube Station.) Temple Bar 2695 —1952 model Riley 116-lifte saloon. On the state of the third that the third 1952 Riley 14-litre saloon, one owner fitted with throughout the saloon one owner fitted with throughout through the sale and service depot at the leading Riley distributors for the area; new and used cars on show: demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., (0446/R. 1954 leather, fitted twin carbe, radio, heater and one owner, sensing 1 yell-litre asloon, grey, maroon owner, sensing 1 yell-grey radio, heater and one owner, sensing 1 yell-grey response to the property of th lised cars on snow: demonstrations by appointment.—Tel. or write Coventry Motor Mart. Ltd., Coven Tel. 1954 [July] Riley 11/..-litre saloon, grey, maroon on several cather, fitted twin carbe, radio, heater, etc.; one owner, genuine 15,000 mis., as new: 9550.—Cibrons Sporte Cars (Kchurch), Ldd., Lyndhurat Rd., Christchurch, Hants. Tel. 1981.

1953 series Riley (Litre saloon, grey/red leafont of the condition throughout, fully guaranteed; \$765; exchanges, terms.—Laybons of Headington, Oxford Tel. Oxford 61387.

245 gns.—Riley 16, 1959 model Big 4 Adelphi maloon ditton; terms.—Laybons of Headington, Oxford Tel. Oxford 61387.

245 gns.—Riley 16, 1959 model Big 4 Adelphi maloon ditton; terms.—Cabbander Smith Hampsteed (Bangaletter) and the condition of the condition

performance; terms, exchanges.—H. P. Edwards. 154.

Oreat Titchfield St., London, W.I. Tel. Langham 0012.

£62\_51 1951 serias Riley 14-litre de luxe (2003)

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£62\_ Riley Cars Wanted

A LMOST new Riley required immediately.—54.
A Streatham Hill, S.W.Z. Tulse Hill 2676. [WS016 WANTED, nearly new Riley 1½, 2½-litre, distance no object.—Green & Zoole, 248-252, Deanscate.
Manchester. 3, Tel. 3525-6. URGENTLY required, 1947-55 Riley 114, and 24,-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681, (8581

Riley Spares and Service.—165-171.

HARTLEY'S it r Rileys, scares and service.—165-171.

Stanstead Rd. Forest Hill, S.E.25. Forest Hill.

Riley Spares and Service
A RCOT ENGINEERING, Ltd.—Presele
exchanges and repairs.—169, Fulha A ROOT ENGINEERING, Ltd.—Preselector gear boxes exchanges and regains—169, Fulham Rd. 8 W.3 Kensington 70, 1028-7, C.N.K. MOTORS are enthusiastic buyers of clear C.N.K. MOTORS are enthusiastic buyers of clear C.N.K. MOTORS are enthusiastic buyers (C.N.K. MOTORS). C. R. W. S. Pinchley Rd., N.W.5. Hampsone C. R. W. S. Pinchley Rd., wish to purchase 1955 C. LARKE & SIMPSON. Ltd., wish to purchase 1955 G. Riley Pathinder and 1954-5 I.-litres.—9, Sloane Sq., London, S.W.I. Tel. Sloane 4727. (W1048 A. L. Rilley aales, Spares and service facilities are wantled in part exchange.—Tel. the Oventry Motor Mart. Ltd., at Oventry 2146-7. [O443]

JAMES (LOMDON). Ltd. carry the largest stock of Riley spares in the country special equipment for mechanical and coach repairs.—Carkers Lane, Rich. St. Les and C. S. C. C. R. S. R. Les distributors for 35 years.—Camprehensive list on the complete overhaul by specialists.—Moss's Agencies, Ltd. High St., Leamington Spa. Tel. 67. (1989) R

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RIPPON BROS., Ltd. THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock WRITE, call or telephone.

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PADDOW BROSE, 60. Cheval Place, South Kensington, S.W.7. Tel Res. 9477/1478.

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1946 Rolls-Royce Wratth chaests with Hooper ston, radio, sunshine roof, speedo, reeding 50,119, in reality fine condition; £1,750 chaests with H. J. 1938 Rolls-Royce 25,750 chaests with H. J. 1938 Rolls-Royce 25,750 chaests with H. J. Royce and the results of t H. R. OWEN, Ltd.

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From our large and comprehensive stock we have chosen the following casp as example:

1955 sliver Dawn, dished in 1955 sliver pawn, dished in 1955 sliver pawn, dished in 1955 sliver pawn, dished in 1954 sliver grey, with grey hide upholstery; this beautiful car is as new.

1954 Sliver Wraith touring limbusine with coaching the pawn of the pawn of

17. Berkeley St., London, W.1. Tel. Mayfair 9060, BOON & PORTER, LAG.

1936 25/30hp cwner-driver saloon with big boot, truly magnificent car, guaranteed, £795.

CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444 JACQUIER, Ltd., offer:-

1937 P.III Park Ward sedancs, radio, heaver, cocktail calinet, numerous other extras, exceptional condition; £825, 200 Curney Nettine semi-rator-edge with 25 20, 25 Hooper sections condition; £735, 20, 25 Hooper sports asions believed under \$1.00, 200 miles, penuine; £60, 200 miles, penuine; £60, 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [C2045] RUSSELL MOTORS offer:—

1934 (Nov.) 20/28 Ecoper sports saloon with Russell. MOTIONS (KNIGHTSSRIDGE). Lid. 47 (E006) [C006] [C006]

AT the time of going to press all the Rolls sovertised in last week's issue have been sold, but by the time you read this advertisement I hope to have another good selection of 20's and 25's as competitive prices.

PLEASE note that on October 1 I am moving te Queensway, Bayswater, where 1 will have one of the finest selections of specimen cars.

VENTAGE ADTOS. 66, London Rd., Tooting. Tel.

Mitcham 9951/945.

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EXCLUSIVELY for Rolls-Royce and Bentley.

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I ARGEST official retailers in the world; please write for stock list.

ACR BARCLAY, Ltd., Berkeley Sq., May 7444 (open until 7 p.m.).

METCALFE & MUNDY, Ltd.,

COLLS-ROYCE 1983-4 Phantom II Owen sedanca coupe, in faultiess condition throughout; £695.

METCALFE & MUNDY, Ltd., 280, Old Bromptom Rd., 8.W.5. Premantle 5471.

(C3064

1953 Rolls-Royce Silver Wraith saloon by Free-tone & Webb, black with blue leather up-hoistery, 14,000 miles.
1954 Rolls-Royce Silver Dawn saloon, automatic upholstery, 14,000 miles, and silver with red leather MANN EGERTON & Co., Ltd.

14. Berkeley St., W.1. Hyde Park 2073. [C2006

CHIPSTEAD MOTORS, Ltd., offer:-

Chiperead Motors, Ltd., offer:—

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.; £375.

COUPE Hooper 2-seater drop bead 25hp, 1950. exceptional condition; £375. 25hp converted sedanca aports saloon, rids control, heater, bumpers, etc., 25hp, 25h

1934 delivery Rolls-Royce Phantom II Continental coupe by Gurney Neuting, black with brown leather up. Roberts Mews, Lowndes Place, Belgrave Sq. Lon-dom, 8.W.1. Stoane 4086.

DENHAMS GARAGE (ESHER), Ltd., offer:

DENHAMS GARAGE (EERER), Ltd., offer:—

1950 Rolls-Royce Sliver Wraith owner-driver saloon, superb condition throughout, 35,000 miles (rely, history available, fitted radio, loose covers, etc.; £2,989.—Portsmouth Rd., £8her. Tel. 2021.

HEARSES, Hearses, Hearses. We build new bodies on any chastle, brochure available.

LPE & SAUNDERS (COACHBUILDERS), LTD., Btation Approach, Kew Gardens, Richmond 1161.

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ROLLS-ROYCE drop head with 1938 body, 20,25 model; £375.—355. High Rd., Wembley, Middx, Tel. Wembley 4422.

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MASCOT MOTORS, Ltd., the firm with service after sales, offer the following:—
1937 25/50hp Barker sports saloon; £875.

1937 287 Sunp Bareer aports saloon, 2875.

1936 (faultless condition: £875.

1934 (lake) 20/25bp Hooper aports saloon with ride control; £875.

1934 20/25bp Rolls-Royce owner-driver saloon by Barker; £475.

1932 20/25bp Park Ward saloon with division; £875.

1931 (0.725bp Rolls-Royce 7-seater by Rippon, forward occasionals; £225.

And many others undergoing reconditioning.

COREIGN buyers-repurchase arrangements guaran-237-245, Kensal Rd., Ladbroke Grove, W.10. Lad-fC3007

SWANMORE GARAGE, Ltd., Rolls-Royce spe

Swarzenskie Ackardes, Ltd., Rolls-Royce specialists, College and C

1934 Rolls-Royce 25.9 sports saloon by Mulliners.
Wilsons, 34, Are Laue, Brixton 4011. (24085/1

A & S Guaranteed Limousines 1985. Thrupp swept.
Here abreast occasionals, two owners since ever, well above average condition. 278. Wide face a condition and the saloon of Rolla-Royce 30 Barker saloon; £685.—Mont-roe Motors (N. H. Boswell), 91-95, Epping Buckhurst Hill, Essex. Tel. 1171-2. [C3086

1938 Phantom III sedanca, H. J. Mulliner, im-

£295 —Rolls-Royce 20-25 G.H.W. series Parallel Rolls history; outstanding value.—C.N.K. 555, Finchley Rd., N.W.3. Hampstead 5712.

1934 Rolls-Royce 25.9 4-passenger tmmaculate: £495; terms, part exchange.— Acre Lane, Brixton 4011.

ROLLS-ROYCE

THE most beautiful Ph. II 1935-6 Mulliner sports imousine in the country, commands admiration everywhere, faultiess condition; photographs; sacrifice 2650, o.n.o.—Box 6385.

LimOUSINE 25hp 1954 de luxe Hooper, 5-abreast canically, immaculate; 2465.—Victoria Garage, Edgware Rd., Crickiewood, Gladstone 3029.

anically, immaculate; £800. Victoria and College (C1103 Rd., Crickiewood, Giadstone 5029. CASS'S MOTIOR MART.—1955 Rolls-Royce 20.25 swept back imocurine, continually maintained by makers, Rolls-Royce chauffeur maintained, one private owner.—5. Warrer St., W1. Euston 4110 (C1030 C009E-25). Cifically appointed Rolls-Royce retailers and repairers; reliable used cast (R455 Rd).

1936 Rolls-Royce 25, Hoger, owner-driver 1945; 1946 Rolls-Royce 25, Hoger, owner-driver 1945; 1946 Rolls-Royce 26, Hoger, owner-driver 1946; 1947 Rolls-Royce Phartom III with 1947 received and Webb sports aloon body, with electric division, most attractive lines, looks 1954, 1948 Rolls-Royce Phartom III with 1947 Free-electric division, most attractive lines, looks 1954, 1948 Rolls-Royce Phartom III with 1947 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1947 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1947 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1948 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954, 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most attractive lines, looks 1954 Royce Phartom III with 1949 Free-electric division, most at

1935 Rolls-Royce 20-25 Park Ward owner driver holstery, healer, an interesting vision, fitted division, leather up-holstery, healer, an inexpensive quality car; £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel, Maldenhead 3451-2.

1937 Roll-Royce Phantom III with 1947 Free-electric division, mori, attractive lines, looks 1954 winner Monte Carlo Concours d'Elegance (London)— Box 5692.

1934 Phantom II Owen sedanca drop head coupe, one owner; this car il as clean as a new pin and a joy to behold; £425, terms and exchanges.—Tel. Hurstway 4055.

one owner; this car in as clean as a new pin and a joy to behold; \$425, terms and exchanges.—Tel. Hurst-way 4055.

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1936 Rolls-Royce 20/25 with delightful 2-door rear boot by Messrs. Gurney Nutting. This really exceptional car is finished in black with blue lower panels and blue leather upholstery. Very full every sumple with a subject of the control of t

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9 SEPTEMBER 1955 £444 !!! 1946-7 ROVER 14 de luxe saloon, bodywork interior unmarked, specimen vehicle.—Bellum: interior unmarzeo, specimien de la companya del companya de la companya de la companya del companya de la companya del companya de la companya de la companya de la companya del companya de la companya del companya de la companya de la companya del companya de 1939 Rover 14 saloon, excellent condition. grey/ blue; £275.—Salmons Garages, Ltd. Temple A.Z. MOTORS offer bargain 1936 14, splendid condition; compare this value, £125!!!—100, Palmerston Rd., N.W.6. Mai. 4723. ton Rd., N.W.o. Mal. 4725.

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2, 45 Standard & 4-door saloon: grey, heater, smmy
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1955 Standard & saloon, 3,000 miles; £475.

NEWNHAM House, 235-7-9. Hammersmith Bd., London, W.6. Riverside 4646

HARRY DAVIES CAR SALES, offer:—

1940 Standard S maloon, grey, blue leather, in deposit £62; part exchanges.—559, High Rd., Willesden. N.W.10. Willesden 7172.

CMI CAR SALES (Pri. 6625), offer: 1948 Standard & tourer, grey, good hood, acused condition throughout: £260.

TWREE months' guarantee; terms: list on application, C1051

1955 Standard & de luze, beater, many extras, low lineage, L. SERVICE STATION, Kingston Vale, 8.W.15. (C4066)

BERKELEY SQUARE BOUSE GARAGE, Lid., offer:-1954 (June) Standard 8 saloon, birch grey, fitted to both from doors, very low mileage, in showroom condition: 2005. to both from doors, very low missage, in anowherence condition; £425.

BERKELEY Square, London, W.1. Groavemor 4343. CARRS AUTO SALES, Ltd., Standard and Triv OFFER used cars of exceptional quality:—

1954 Standard S salcon, blue: £445.

STANDARD House, South End, Croydon. Tel. Croydon 6068 and 6266.

1948 Standard S, drop head coupe, finished in blue;
Pinchley 6311able and economical little car; £225.—
Pinchley 6311

1948 Standard Shp drophead coupe, new engine: Line Fill Motors, Ltd., 28, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105-6. [C4071 1947 Standard 8 coupe, magnificent, guaranteed; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. (C4078

STANDARD 8 (July) 1954, black, one owner, few extras, excellent condition, taxed for year; £337/10. —Fraenkel, North 3636 or Amherst 7848 1954 Standard Shp black 4-door saloon, heater and many extras, taxed: £450.—Welham, Surbiton [C4070]

£155.—1939 Standard 8 drophead coupe, new ho good condition; terms.—Autoanips, 5, Balh High Rd., Balham 1509.

1954 Green Standard 8, 13,000 miles, excellent condition: £450.—Whitehouse, 3, Parkside Gardens, 8.W.19. Wim. 3369. 1954 Standard 8 saloon, heater; £450.—Brew Brothers, £45d., 155, Old Brompton Rds.

1955 Standard 8 saloon, 3,000 only, heater, extras; £480.—Steele Griffiths (London), S.E.5. Rod-

ney 2201.

1955 (June) 8hp de luxe saloen, heater, leather, leathe

R.A.C. Rally winning conversion, always available, ease our advert, under Standard 10. New and taxaliable, ease our advert, under Standard 10. New and taxaliable, ease our advert, under Standard 10. New and taxaliable, emonated the standard of the standa

1953 Standard 8, duo grey/black, red Tygan up-holstery: £445; exchanges.—Naylor & Root, Ltd. 25, East Hill, Wandsworth, S.W.18 (few minuted Clapham Junction), Batt. 2252.

PRIDE & CLARKE, Ltd.—1955 Standard 8 saloon, 7,000 miles, heater; £489; 1954 low mileage, heater, choice 2; £449; terms, exchanges, lists, guarantee.—Stockwelf Rd., S.W.9. Brixton 6251.

1954 Standard 8 4-door saloon, green, red interior, low mileage, new condition, comfort, performance and amazing coosony; only £465.—Hillwood Motors, Mill Hill (London) 4293. Standard Agenta Motors, Mill Hill (London) 4293. Standard Agenta (1975) one owner, 8,000 miles, spare numsed; terms exchanges, list; upen 9-7 week-days and Saturdays.—Fow kind Smith, Hampstead (Hampstead Tube), (C4018

#### Standard & Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampetend (Tube), N.W.J. (W4016/B

SLOCOMBES, LIA.

WE are always pleased to purchase nice examples of Standard 8s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4868. [W4017 W. HAROLD PERRY require Standard 8 cars.— Used Car Dept., 1105-1111, High Rd., Whetstone, N.30. Tel. Hillside 6621.

\$\frac{\text{STANDARD 9}}{\text{280}}\$\$
\$\frac{\text{STANDARD 9}}{\text{280}}\$\$
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#### STANDARD 10

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—1954 (October) Standard 10 saloon, 2-tone bius with blue upholstery, heater, mileage 7,000, one owner, immaculate condition; £878.

1954 (Whetstone, N.20, Tel. Hillside 6621, Grober 10,000, one owner, immaculate condition; £878.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, Grober 10,000, one owner, N.20, Tel. Hillside 6621, Grober 10,000, one of the condition; £885.

Shales Division offer:—1958 Standard 10 4-door aloon; £215,—355, High Rd., Wembley, Middx, Tel. Wembley 442, 1955 Standard 10 aloon, black heater, one owner, GORDOW CARE (LONDOW), Ltd., Highfield Gamage, Golders Green Rd., N.W.11, Spe. 9761, [2166, 1937 Standard 10 aloon, 4-door, engine just ever-houshout, call, write er left.

Carborn Mortors, Edighten Buzsard 2041, Show-rooms open until 8 p.m.

STANDARD 10 1955 Standard 10, green, beater; £580

1954 Standard 10 mloon, low mileage, heater, covers and every other extra; £595.—A. Owen (Het Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale

R.A.C. Rally winning conversion, as used on works entered cars, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms. LEXANDER ENGINEERING Co., Ltd., Hadden-ham, Bucks. Tel. 345. (C1034

Standard 18 Cars Wanted ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. [W-4015/R

WE are always pleased to purchase nice examples of Standard 10s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017] OW mileage 10s wanted urgently, cash waiting A LEXANDER ENGINEERING Co., Ltd , Haddenham, Bucks. Tel. 345.

Bucks. Tel. 345. [V71034]

AZ MOTORS offer 1943 14 saloon, new engine AZ fitted, excellent condition; £295111—100, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

1948 tsandard 14, in good condition throughout, taxed end of year; £320.—110, Battersea (C1096)

HATTON CROSS GARAGE offer 1948 Standard 14 drop head coup; grey, with blue leather, original, small mi.eage; £395.—Great South-West Rd., Feltham 21.6.

STANDARD VANGUARD

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offers:—
1951 Standard Vanguard asloon, blue with red nice condition; £415.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

1952 Vanguard, black, with heater, a one-owner car, taxed year, supplied and maintained by 1954 model Vanguard, blue with overdrive, heater,

WIDMORE Rd., Brom'ey. Rav. 3456.

COACHCRAFT offer:-£445 o.n.o.—1952 Vanguard salcon de luxe, one for work available low mileage full history, very superior condition, choice of 2.5 months' mechanical guarantee, terms to saft and exchanges.—Coacheraft. Elm Rd., Evesham. Tel. 6539.

RUSSELL MOTORS offer:—

1955 Phase II Vanguard 280 miles only, radio.
RUSSELL MOTORS (KNIGHTESRIDGE), Ltd., 47.
Sloane 288., 8.W.I. Sloane 288. [C5060]
WESSEX MOTORS, Bridge Street, Andover.

DART of the Henly Organization.

OFFER from a stock of over 250 cars.

1955 (Mar.) Vanguard saloon, finished in grey speedo 3.500, cenuine.
TELEPHONE: Mr. Harnett at Andover 2326.

WESSEX MOTORS, Bridge Street, Andover. (C4087)
CENTRAL GARAGE (CROYDON), Ltd., offer:—

1953 (Oot.) Vanguard, one owner, 17,000 miles Feli Rd., Croydon. Tel. Cro, 7464. PERKELEY SQUARE HOUSE GARAGE, L44., offer:—

1953 (October) Vanguard saloon, black, green 1953 leather, heater, nominal mileage, in excel-lent condition; £575. BERKELEY Square, London, W.1. Crogvenor 4343. BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:-

1954 Standard diesel estate car, blue, red leather, mileane: Soudard diesel Vanguard saloon, grey, red 1954 Standard diesel Vanguard saloon, grey, red 2001 out overdrive, low mile-

BERKELEY Square, London, W.1. Grosvenor 4343. CARRS AUTO SALES, Ltd., Standard and Triumph OFFER used cars of exceptional quality:-

1954 Vanguard Phase II, black, heater; £650.

1953 Vanguard, black, leather, heater; £510. STANDARD House, South End. Croydon. Tel. Croydon 6038 and 0266.

1954 Vanguard saloom 6.000 miles, as new; £710.—(2203

1954 Vanguard seloce 6.000 mises, at in exception1951 Standard Vanguard estate car, in exceptionlar five condition, black; £485,
DENEAM SERVICE STATION, Ltd., Denham, Bucks,
DENEAM SERVICE STATION, Ltd., Denham, Bucks,
DENEAM SERVICE STATION, Ltd., Lengtha Car
Sales Division, offer:—
1949 Vanguard estate car; £395,—555, High Rd.,
1949 Vanguard estate car; £395,—555, High Rd.,
(C4015)

STANDARD VANGUARD

A CLAND & TABOR, Ltd. Welwyn-Ry-Pass, Herts, Welwyn 481-2-3, offer:—

1952 Standard Vanguard: finished black, leather, 1952 Standard Vanguard: finished black, leather, 1952 black, low mileage, heater, radio, excellent condition throughout: Lasting the leather, 1952 black, low mileage, heater, 12495 leather, heater, amail mileage, very good tyres; choice 2: many other cars DENMOTORS, 1, Clarendon Rd., Holland Park, London, Will. Park 5066-7. (50 yds. Holland Park London, Will. Park 5066-7. (50 yds. Holland Park London, Will. Park 5066-7. (50 yds. Holland Park London, 1952 black, no ewmer, 1955 allon, one owner, 1955 allon, leather, excellent condition; terms, exchanges, list; open 1957 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (Hampstead Tube). Hampstead (Hampstead Funde), radio, heater, un-

stead (Hampstead Tube). Hampstead 6041. [C4018 1952 Standard Vanguard saloon, radio, heater, unrarked. 2500.—A. Owen (Hendon), Lid., The Ryde, Hendon, N.W.9. Tel. Colindale 3185. [2503 525] 20,000 miles, genuine 100% vehicle, one you can buy with every confidence. [Lambs of the company of t

1950 Yanguard, maroon/beige, heater, leather, one private owner, superb condition; £395,—19, Portway, Ewell Village, Burrier, [2353]
1949 Yanguard saloon, magnificent, guaranteed; £310; payments.—Vaughan, 17, Astwood Mews, S.W.7, Pro. 1319.

1954 Standard Vanguard saloon, low mile tras, immaculate; £645.—Steele (London), S.E.S. Rodney 2201.

(London), 8.E.5. Rodney 2201.

1949 Standard Vannuard saloon, black with red upholstery, fitted heater and radio, in really splendid condition throughoust, E375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone (N200 and Control of the C

1951 Vanguard saloon, heater, one owner; exchanges, terms,—Falmers, 3, Russell dens Mews, Kensington, W.14. Park 9704 and 1951 Standard Vanguard very clean, lea Garages, Ltd., Staires Rd., Bedfont, Middx. (Middx.) 2523.

BRUTONS.—Vanguard. 1951 (September), black, un marked, 35,000 miles, one owner, taxed; £399, bar, galn; H.F., exchanges.—Is, Lexham Gardens Mewe W.8. Fremantic 9129.

1954 Standard Vanguard, radio don), Ltd., The Hyde, Hendon, N.W.9

STANDARD Vanguard saloon (April : radio, seat covers, etc., 18,000 m Strattstone, Ltd., 40, Berkeley St., London fair 4404.)

1954 Standard Vanguard estate car. lo (Hendon), Ltd.. The Hyde, Hendon, N.W.9. dale 3185.

1950 (Sept.) Standard Vanguard salon 1964 (Sales). Ltd., 42, Queen St., Makkenb Maidenhead 4851-2.

1955 (Aug.) Standard Vanguard only, absolutely as new: £765.—Hills Hill (London) 4252. Standard Agents

1953 Vanguard estate car, comet blue, red k heater one owner, 19,000 miles, com unmarked throughout; £725.—G. S. Hall, Ltd King St., Hammersmith, W.6. Riverside 2881. King St., Hammeramin, w.c. curvature TANKARD & SMITH, Ltd., offer 1952 Standard guard saloon, Comet blue/red upholstery owner, superb condition; £490; 5 months' written antee.—194-198, Kings Rd., Chelsea, S.W.5. Fl

1955 Vanguard van, privately owned, mileage only touring with overdrive for economy, wireless, spot light cellulosed dark blue, for sale due to change if busines: £730.—15. King St., Brikham, Devon.

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube) N.W.3. Ham. 6041. ALMOST new Vanguard required immediately. 54. Streatham Hill, S.W.2. Tulse Hill 2676. [W3016] WHY accept less for your Standard Vanguard saloon or estate car when you can get its full market viue from
FERARIS OF CRICKLEWOOD. Ltd., 200-220.
Crickiewood Bdy. London, N.W.2. Gladstone 2234
Ozen week-days 8 a.m. to 6 p.m.

Standard Missellaneous Cars Wanted

PRIVATELY owned Standard 12 or 14-5. Bree Court, Kingston Hill, Surrey. Tules Hill 2768. MARSTON MOTOR Co., Ltd., for your S'andard.— Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15.

LARGE stockists of Standard spares and repiscement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439.

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S. W.17.

Standard Sucres and Service

Standard Sucres and Service

Standard Spaces, all models from 1937 by return of post; genuine factory replacement engines, 1930 cowards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 6486. 10475/R. Mandard. And Triumph Margarde. Tel. 1948. 10475/R. Kent.—Service and spaces for all models.—Fost enquiries to Northdown Motor Co. (Distributors), Northdown Md., Margate. Tel. Thanes 20405.

STANDARD spares for all models, largest provincial stockists.—Bollingdrake Automobile Co., Ltd., Stocksor; (Tel. 4464); and Prince's Drive, Colvey Berling Co., Ltd., Colvey Col Kingston. Kin. 3151-6. [0366/R]

STANDARD pares, all models free 1985 (replacement units from 1988); complete overhauls, body repairs, resolituiesing. —Puttocks, Ldd. (8.W. Surrey distributors), Alexandra Terrace, Guildford 5391, [0253/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Stendard spares for immediate delivery most also reconditioned Stendard spares for immediate delivery and search of the comprehensive range of Standard spares for immediate delivery and search of the comprehensive range of Standard spares for immediate delivery and search of the comprehensive range of the compre

STUDEBAKER 1951 Studebaker Champion 4-door, over loose covers, heater, in very good con SCOTT CARS, 347, Finchier Rd., London, Tel. Hampstead 7779/8676. Tel. Hampstead 7779/8676.

1937 Studebaker, President, saloon, straight e. Studebaker, President, saloon, straight e. Stockcar racer's dream; £50.—Elmbridge 3824. 72545

SIMPSONS MOTORS (WEMBLEY), Ltd., the Stude-baker buyers. Wembley 8691/3903. [W4015/R STUDEBAKER with Parina 2-door body wanted, Pox 6365.

Box 6365.

Studebaker Spares and Service

SPARES and repairs for all models, special service
on all Champion models.—Alliance Auto Co., 50,
Parsons Mead. West Croydon, Surrey. Croydon 1866.

Or65.78

CHARLES FOLLETT, Ltd., offer:-

1955 Sunbeam convertible, metallic blue, one owner, low mileage, excellent condition: SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266. SERVICE.—Works and Stores: Barnadale Yard, off Elgin Ave., W.9, Cunningham 5936. [C2010 WARWICK WRIGHT, Ltd., offer.—

1955 aeries Sunbeam Mark III asloom, (overdrive)
1965 Alpine Mist, with red upholstery, heater,
1960 miles £1150.

WARWICK WRIGHT, Ltd., 150, New Bond St., W. I.
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Sunbeam Convertible, heater and overfilve.
COOMES & SONS (GUILDFORD), Ltd., St. Oatherline's, Portsmouth Rd., Guildford, Surrey. Toll
Collidord Soy7-8-9.

SUNBEAM ALPINE

\$775.11-1955 (September) genuine one-owner car immaculate condition, byery with red leather, low immaculate condition, byery with red leather, low immaculate condition, byery with red twin spois, over-riders, etc., tuned engine, excellent tyres.—Hampstead Cars, 176, Finchley Rd., N.W.S. Hampstead 921. 9 a.m. 50 7 p.m. CHIPSTEAD MOTORS, Ltd., offer:-

1954 Sunbaam Alphin, reputed to have cost approx. etc., speedo reading 1,200; £025.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S. W. J. Plaxman 0052/7255/7154.

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbsum Alpine Roadster, red with fawn upholatery, fitted heater, 5,000 mlles; £975.

WARWICK WRIGHT Ltd., 150, New Bond St., W.1. Maytair 9761.

1954 Sunbeam Alpine, 7,000 miles, radio, heater, as new; £995.—Salmons Garages, Ltd. Temple Bar 3338.

ple Bar 3338. [C4022]
1954 (Auly) Sunbeam Alpine 2-seater, mist grey
Hanson. Plumtree, Nottinghamshire,
1954 Sunbeam Alpine, special red. o/d. heater
1953 (Sunbeam Alpine, special red. o/d. heater
1953; exchanges—Smith Auto Co., Ltd., 145, London
1846., Cheyolon, Tel. Croydon 2115.

Rd., Choydon. Tel. Greydon 2115.

695m-subseam Alpine late 1955 sports 2-sear.

for the first and the subsection of the

CAR MART. Ltd.

1953 Sunbaar-Tailot 90 saloon, stiding head,
CAR MART Lot, stift red upholstery: £835, w. 5.
Ealing 6500d., 18, Uxbrides Rd., Ealing, w. 5.
H. C. PAUL, Ltd

1950 Sunbeam-Talbot 90 convertible forsraom coupe, bronze, mileage 27,000, one owner only; £525.—32. Bruton Place, Berkeley Square, London, W.I. Mayfair 0821/2.

# GATEHOUGE OFF

1952 Sunbeam-Taibot 90, black, red upholstery, owners, air conditioning, windscreen washer etc., specimen, £695.—Gatehouse Motors, Ltd., High gate Village, London W.6. Tel. Mountriew 4444. etc., specimen; £695. gate Village, London E.M.A., Ltd., South

1952 Sunbeam-Talbot 90 saloon with special works modified brakes, wheels, stc., fitted radiu; heart, three demisters, fog and spot lamps, louved bonnet, etc., closus green with red upholstery, 2700.

1962, A., Lod., Grove Rd. South, Southsea. Portamouth 2100. B. J. HUNTER, Ltd., offer:-

1953 Sumbeam 50 saloom, remarkable condition:
1949 Sambeam-Talbet 50 saloom, fitted radio, etc.;
B. J. HUNTER, Ltd., 22, Cricklewed Broadway,
N.W.Z. Fel. Gindstone 63CS.

H. W. MOTORS, Ltd., offer:-

1951 Sunh am-Talbot 90 Convertible, receilulose 1951 green, red uphol., H.M.V. radio; £385.
Bridge Motor Werks, Walton-on-Thames 2404-5-6. WARWICK WRIGHT, Ltd., offer:-

(December) Sundann-Tablot 90 Mark Ha controlled controlled course blue with grey upholstery, and and house 800 miles. Ed. 150. New Bond 8t. W.1. Warrington McControlled Children Controlled Controlle

Parket Decrease Talbot 90 saloon, grey, low mileage, heater, etc., chauffeur maintained, in 1954 condition, £355.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, 8.W.3. Flaxman 9052/7253/7154.

GUY SALMON AUTOMOBILES offer:-

GOV Salesma-Talbot 90 saloon, blue/pale blue 1954 leather, 9,000 miles only from new original spare unused faulties condition throughout; £285.— Fortsmouth Rd., Themes Ditten. Emberbrook 5551-2-5.

DETER BANTOCK CAR SALES, offer:-1954 Sunbeam-Taibot WE IIs, 8,000 miles enly dual for lamps, etc. finished bronze with red leather whole car literally as brand new; at £325,—104, Sight, Choick 2725,5870.

PHENIX MOTOR Co. (SURREY). Ltd.

FOR all Reetes Group products.

1946 Sunbeam-Talbot 10 maloes, excellent condi-Many other models available.

MANY other models available.

PHENIX MOTOR Co. (SURREY) Ltd., Phoenix House, Bigh St., Suttem, Surrey. Vigilant 1121.

1950 Sunbeam-Tailot 90 saloon, green, H.M.V. J. BROWN, Ltd., 339, Finchiey Rd., N.W. 3. (C1035-1940 Sunbeam-Tailot 10 csupe, spiendid conditions of the control of the contr

and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. [C4054] SUNBEAM-TALBOT 90 1951, in green, with red Bleather, fitted with heater; £645. J. DAVY, L'd., 180-6, Kensington High St., W.S. (C1089)

1939 Sunbeam-Talbos, black, sports saloon, grey leather, immaculate; 285gns.—Upminster [2394] SUNBEAM-TALBOT 10 sports, 1946; £345 c.n.o.; terms.—Pottinger, 10, Oakhurst Gardens, Ching-ford E.4.

1953 Sunseam Mark IIA saloon, grey, heater paint etc. excellent; £795.—Add. 6051.

1952 (March) 90 coupe, black/red, beater, one mary's Sq., Secford, Tel. 5365, —Nicholis, St. 1939 Sunseam-Talbot 10hp saloon, excellent con-

1953 (June) 90 coupe, alpine mist/ miles, one owner, immaculate car; £765 Mary's Square, Bedford Tel. 5363.

Jack ROSE, Ltd., offer 1951 Sunbeam-Talbot 90 sal in bronze, low mileage, radio, heater, exception condition, £550.—5tafford Rd., Wallington, Sur Wall. 6677; also Burgh Heath 2376.

SUNBEAM-TALBOT 90, 1856 (June), immaculate o dition, apecial two-tone from, radio, heat washers, Rimbellishers, 13,000 miles; £365. Harranged.—71. Bassett Avenue, Southampton, 2

SUNBEAM-TALBOT

1952 Smbeam-Talbot 90, bronze/red; £595.—John
10406

£595; III.-Sigli-2 Sunbeam-Talbot 90 de juxe salcon,
10506; III.-Sigli-2 Sunbeam-Talbot 90 de juxe salcon,
100 others before you see another one as
100 others before you see

1949 Sunbeam-Telbot 80 sports saloun, terms and exchanges.—Roys Automobiles, Ltd Parkway, N.W.1 (nearest Tube, Camden Town St Euston 2700-2894.

Easten 2700-2894.

1951 Stubeam-Talbot 90 saloon, 21,000 miles,
1955 or exchange.—Rischington & Rimmer (Brikdale
Garages), Ltd., 205, Liverpool Rd., Southport. Tel.
2009

Garagee). Ltd., 205, Liverpool Rd., Southport. Tel. 1954 Sunbeam-Talbot Mark IIA saloon, grey with 1954 Sunbeam-Talbot Mark IIA saloon, grey with the property leather. fitted radio, heater, acreen washers, Overriders, horns, etc., in almost new continuous continuo

#### Sunboam-Talbot Gars Wanted

ROOTES.
DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars. BIRMINGHAM.-Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

CANTERBURY .- (Canterbury 5232.) ROCHESTER .- (Chatham 2231.)

WROTHAM Heath .- (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piceadilly, W.1.
Tel. Grosvenor 3401. [0111/R]

R OWLAND SMITH'S, the Car Buyers,—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), H.W.S. Ham. 6041.
R.CHARDS & CARR, Ltd. buy Sunbeam W4014/R FIGHARDS & CARR, Ltd. buy Sunbeam W4014/R S.S. Kinnerton St., S.W.I. Sloane See Talbots.—Sunbaam-Talbot required immediately. ALMOST new Sunbeam-Taibot required immediately.

54, Stroatham Hill, S.W.2. Tulse Hill 2676. URGENTLY required.—1949-55 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel, 1681, [8582

Lyndhurst Rd., Christenticu, Manuel 1936 Taibot 10 pillariess sports saloon, faultiess car for the wife; £150 or £80 deposit.—Bray Motors, 180/184, West End Lane, N.W.6. Hampetesd 6490.

Taihet Spares and Service

JOHN BLAND for spares and repairs to pre-war
Talbots except 10hp.—27, Southfields Rd., S. M.S.
Vandyke 1612. Vanoyae 1012.

ARGE stocks new and second-hand Talbot spares, 1329-56. included ambulance.—Clare's Motor Works, 206, Knight's Hill, London. S.E.27. Gipsy Hill 00132.

#### TRIUMPH

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6631, offers:—1950 Triumph Renown saloon, grey with grey reconditioned engine, excellent condition, 2498. Whetstone, N.20. Tel. Hillside 6621. (C3042 RATMOND WAY.

RAYMOND WAY OF KILBURN. RAYMOND WAY, the hire purchase specialists.

RAMMOND WAT, the hire purchase specialists.

1949 Triumph Renown saloon, a really exceptional example, coachwork and interior far an interior

H. O. PAUL, LAS. 1952 Triumph Mayflower, black, radio, heater, 6515.—32, Bruton Place, Berkeley Square, W.I. Mayfair 0821-2.

B. J. HUNTER, Ltd., offer:—

1954 Triumph TR2 sports 2-seater, fitted over-drive, the most lavishiy equipped TR2 on offer today, unrepeatable at £795. B. J. RIUNTER. Ltd., 22, Cricklewood Broadway, N.W.Z. Tel. Oliadstone 6303. [C2040 H. W. MOTORS, Ltd., offer:-

1954 Triumph TR2, exceptional condition, choice of 2; from £595.—Bridge Motor Works, Walton-on-Thames 2404-5-6.

CHARLESS FOLLET, Ltd., offer:-

1951 (Oct.) Triumph Renown; a very well-kept asloon, jade green, beige hide, beater, speedo reading 17,000 miles, 2 owners, taxed, 3 months and the second s

CHIPSTEAD MOTORS, Ltd., offer:-

TR2, 1954, black, one owner, speedo reading 9,000 etc., pare unused; 2775. ct., pare unused; 2775. ct., pare unused; 2775. ct., 197, Fulham Rd., Kendington, Lendon, 8.W.3. Flaxman 0052/7255/7154.

BRADSTOCK MOTORS, Ltd., offer:-

HERDON CENTRAL GARAGE, Ltd., effer:—
1951 Triumph Renown saloon, fitted heater, taxed
year, a specimen car; £555.—watford Way,
Hendon Central, N.W.A. Tei. Hendon 5064-5, [C2034

CARRS AUTO SALES, Ltd., Standard and Triumph distributors.

OFFER used cars of exceptional quality:--

1952 Triumph Mayflower, blue, heater; £475. 1949 Triumph 2000 saloon, black; £450.

STANDARD Hones, South End, Croydon, Tel. Croydon 6068 and 0265.

1951 Triumph Renown saloon, low mileage, Arst Case condition throughout; £485.

DEMEAN SERVICE STATION, Ltd., Demhan, Bucks. Tel. Denham 2266.

1953 Triumph Mayfair, one cwner, lew mileage, condition; £495. Also:—recentification; £495. Also:—recentify the condition; £495. Also:—recentify the conditions for t

South Emisington. Plus Coll. Collection 12321
AUTOMOBILE & AIRCRAFT SERVICES, Ltd...
Lvery good condition: £425.
MarlaBorOUGH WORKS, Kenton. Tel. Wordsfolious worth 7805 (5 lines).

MarlaBorOUGH WORKS, Kenton. Tel. Wordsfolious Covers. 14.588 miles: £535.
GEORGE NEWMAIN & Co., 369, Euston Rd., London.
R.W.I. Eus. 4466.
SIMPSONS MOTORS (WEMBLEY), Ltd.. English
Car Sales Division. offer:—

£495 !!!—Triumph Mayflower saloon de luxe, excel2495 !!ent condition, carefully used.—Bellow.
2495 !sarefully used. only 2 owners.

Lambs Of WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-428, High
Rd. Frinchley (East Finchley Underground). Finchley

(23028-3-4)

1950 Triumph Renown saloon, gunmetal with grey PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507.

1939 Triumph Dolomite 2-litre sports, specimen car throughout; bargain, £275.—Farmer, 45, Gilda Terrace, Braintree, Essex. [2223] 1952 Mayflower, heater, taxed, moderate above average condition; £445.—6.

1953 Mayflower, green, heater, Ace Rimbelliabers, one careful user, guaranteed; £525.—Campbell Symonds, Wembley 6262.

bell Symonds, Wembley 6262.

675 cm. — Triumph TR2 1954 model super sports 2certanges.— Howard Finish, below.

395 cm. — Triumph Mayflower. 1951 salces, one
construction of the super sports of the super sports 2certanges.— Bowland the condition, choice of 3 Maydrawer. excellent condition, choice of 3 Maydrawer. excellent condition, choice of 3 Maydrawer. — Triumph 1800, 1948 Roadster coupe, blue,
blue leather, very good condition; terms, exchances.— Rowland Smith, below.

105 cm. — Triumph Dolomite, 1939 model 14/60

105 cm. — Triumph Dolomite, 1939 model 14/60

105 cm. — Triumph Seatith, Bampetead (Hampetead

Tube), Hampetead 6041.

MERCURY MOTORS, Universe House, 825-4, Harrow Rd., Wembley, Middx, Wembley 6058-9, fC3014

1952 Triumph Mayflower saloon, blue, heater, one till, N.W.2. Primrose 4441. [C4067] 1952 Triumph Renown saloon, radio, leath 25,000 miles, one owner from new; £575 Morley, 54, Streatham Hill, S.W.2, Tul. 4486. [C30] 1949 Triumph 2000 saloon, low mileage, really im maculate; £445.—Jack Pozner (Automobiles 395, Hendon Way, N.W.4. Hendon 8911-2. [C306] (C306) 1949 Triumph Roadster 2000, black, in excell condition; accept £450 or reasonable offer Tel. Birmingham, Sou. 3553 or London, Bri. 9898, [2]

2460 — Mayflower, 1955, lb.4d., superb condition, Camberley 155, lb.4d., superb condition, Camberley 153, Surray, 153, Surray, 153, Surray, 153, Surray, 154, Superb condition, 155, Surray, 155, Surray

Sciele Griffiths (Lorinous), volume 12437

RIUMPH Sept., 1949, 2000 rasor-edge saloon, grey, R.M.V. radio, heater, spotlamps, etc., mileage 35,200, perfect; £400.—Tel. Birmingham South 3018, 2000

1948 model Triumph 1800 rasor-edge salo covers, immaculate throughout; £365.dish Motors, Cavendish Rd., N.W.6. Wil.

1949 Triumph 2000 saloon, black, one own tion, offers over £400.—Butters, Manderley, Pontenbut

Bon, outer of the first of the first of the first outer On.o.—Nische. 27. Leighton Rd., Bush Bill Park, Enfield Enf. 6265. I2350
1955 fixed with 3-speed overdrive and heater, 3,000 miles, almost new; £875.—L. F. Dove, Lid., 69, Broadway, Wimbledon, S.W.19 Liberty 3456. 1953 Triumph Mayflower, black and red. heater, 9 000 miles, immaculate; £535 Bowen & Son, Hillside Garage, Edgware. Tel.

Edg-Ware 4464.

1955 (June) TR2, 1,500 miles, overdrive, heater, 1,000: £875, —Tolworth Motors, Kingston By-Pass Tolworth, Elmbridge 2254.

1952 are, dual blue and cream, perfect condition; 5855; H.P. terms, part exchanges.—Percy D. Sieeman, Ltd., 91, Cowley Ra, Uxbridge 5022.

1954 tremely a cowner, 14,000 miles, black, extremely good condition, genuine bargain; 6855—Rt-hards & Carr, Ltd., 35, Kinnerton St., 8, M.J. Sloane 5424.

8.W.I. Sloane 5424. (C3045)
1952 Mayflower, grey saloon, 25,000 mis., heater taxed to December; £465.—Delme, 20, Roland Grins. (B.W.T. Premantie 1515. [2106]
1949 Iriumph rusor-edge saloon, choice of 2, frumaculate condition, from £425.—Norman Autos. 344-554. London Rd., West Croydon, Surrey Tel. Thornton Each 4657 Rd., West Croydon, Gurey Tel. Thornton Each 4657 Rd., West Croydon, Gurey Cl. 2008

Tel. Thornton Eeath 4657

1955 upholstery, telescopic steering column, only a months old, miseage 2,000; price 2835.—Mann Egerton & Co., Lec., Fornkam Rd. Bury St. Edmunds, Sufficial, Tel. 2332.

1950 (May) Triumph Renown saloon, black, fawn tyres, one careful owner since new, taxed year: 2475.—R. S. Mand (Bales), Ldd., 42, Queen St., Maidenhead 3531-2.

Tel. Maidenhead 3531-2.

Triumph Cars Wantee

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube). N.W.3.
[W4018/R B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2. HUNTER, Ltd. 22, Cricklewood Broadway, N.W.2. Tel. Gladatone 6303 [W2040 ALMOST new Triumph required immediately. 54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Triumph.—
Tel. Sta. 8000.—Seven Sisters Rd., Tottenham.
[0182/R TRIUMPH distributors for spares, service and repairs in the property of spares, service and repairs in the property of the

Lan. 7755. [0143/R]

ARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

TRIUMPH sparse for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 5322).

#### UTILITY CARS

UTILITY VEHICLE CENTRE offer:-

1955 Volkswagen Microbus, de luxe, sumehine roof, rear opening, 4,000 mites; £985. 100 Great Fortiand St., London, W.1. Langham 6044-5. (Private Branch Exchange.) (C4073 PLM AUTOSALES offer:-

1955 (model) Dormobile de luxe, 9,000 miles only, deriras, quile as new in every respect; £895.—Elim Auto-sales, 68. Hartheli Rd., Wimbledon, S.W.19. Cherry-wood 1615.

SIMPSONS MOTORS (WEMBLEY), Ld., English Car Sales Division, offer:—2,555. High Rd., Wembley 1975. Middle St. 1985. Membley 4822. [64015]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1950 Bedford utility van, one owner, taxed, e has five seats with enclosed van space behind rear a goods and passengers and in great confort; £3, Metropolitan Motors, Morr Lane, Actoa, W.A.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer: 1953 Auatin A40 Countryman, low mileage, one D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

Rd., Enfield. Howard (Ed., 436, Herrford (C400)
1953 Standard Vanguard utility estate car. low mileage: 8525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South (C405)
1947 Lea-Francis utility, good order throughout, manart, snip, 8299.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross. 8263/4124.

WEST LONDON MOTOR MART. Eating Rd., Ford V. & utilities; choice of 20 Irom 2100.

MORRIS 10th publisher of 20 Irom 2100.

MORRES 10hp utilities/pick-ups from £100. HILLMAN 10hp utilities/pick-ups from £100.

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MOBILE 1-ton Stanhay crane (Fordson Major). CORDSON Major dumpers; prices on application.

3 MONTHS written guarantee, immediate insurance arranged hire purchase, terms and part exchanges.

BUNTINGS MOTOR EXCHANGE for Utilities. all makes, Bradford specialists. list on request.—Bonerafield Lane, Harrow. Tel. 6225-6. [OS21/R]
1953 throughout; £575; written guarantee; terms, exchanges; trade enquiries welcomed. Eigh Red. East 1000 (1977/01). Eight Red. East 1000 (1977/01).

BEDFORD Dormobile, 2 colours, late 1954, extras; E575.—Day: Royal 3832 and Evenings: Ladbroke

£295 !!!--1951 Ford 10hp fitted excellent wood utility bodywork, carefully used, small mite-

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1.495 !!!—1950 Standard Vanguard utility, proper condition, choice at the vehicle, magnificent spotless condition, choice 2D OREEN (Est. 1887); 100 guaranteed cars; exchanges; hire purchase—21/425, Righ Rd., Finchley (East Finchley Orderground), princhley 6226.

1.521 Bedford 10/12cwt utility, finished gray, good 1951 Bedford 10/12cwt utility, finished gray, good Hill, Knaphill, Surrey.

1.2135

1950 Hillman Minx Estate car, £495; 1951 Brad-£210; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 199, Priory Rd. Horney, Mounty'e \$228 and 5778.

1955 Bedford Dormobile by Martin Walter, condi-tion as new, low mileage; £675.—Brow Brothers, Ltd., 133, Old Brompton Rd., 8.W.7. Free-mantle 3335.

mantie 5333.

BEDFORD Dormobiles by Martin Walter: A few low-mileage models in stock, reopened Monday, August Mt.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016]

HILLMAN 4-door estate car, flush seats, works body, recon. engine. excellent condition, guaranteed; £350; cachanges. terms.—Palmers, S. Russell Gardens Mews, Kensington, W.14. Park 9704 and 5896. [C3034

CASS'S MOTOR MART.—1952 Standard Vanguard catate, grey, r. & h. \$1,000 miles, one owner, £650; a selection of \$40 Countrymans from £475; written guarantee, 5, Warren St., W.I. Euston 4110. [C1040

1954 (July) Hillman estate car, blue, red leather, an immaculate one-owner car which has only covered 15,000 miles and is taxed for the year; 2605—R. S. Mead (Sales), Ltd., 42, Queen Street, Maidenhead. Tel, Maidenhead 3431-2.

1953 Austin A70 estate cer, factory built, also Morris Oxford estate car, £325, and 1955 Morris Oxford estate car, £810; 1955 Millima-d/Commer estate car, £465; exchanges, etc.—Autowork, £42, Southasts 84, Winchester. Tel. 4965.

G & M ALFREDS (1936), Ltd.—1955 Hillman above average chim. Anniversary model estate car, abaye average chiman chassis, estate car, cost approximately £3,000, small mileage, moderate figure. 6-7, Warren St., W.1. Euston 5268.

ROYS AUTOMOBILES, Ltd., offer 1953 model Vanguard estate, £555; 1951 Hillman estate, £455; 1952 model Ad Countryman, £355; 1947 Austin 10, £195; 1957 Packard, £115; many others; trade enquiries welcomed; terms and exchanges.—127, Parkway, £W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894.

Utility Care Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.S. [W4018/R] WHY accept less fer your utility, setate car, shooting brake or Dormobile vehicle, when you can get its full market value from the control of BEDFORD Durinbile by Martin Walter wanted, reopened Monday, August 8th.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2.
Tudor 2301-2.

Tudor 2301-2. [W5018]

VAUXHALL 16

SIMPSONS MOTORS (WEMRLEY). Ltd., English
Car Sales Division, offer:
1946 Vauxhall 10; £345, -355, High Rd., Wembley,
1040 Middx. Tel, Wembley 4422. [C3018]
1939 round; £315.
VARE MOTORS, 472, Archway Rd., Highgate, N.6.
Mountriew 9039 & 5306.

\$285 --1948 Vauxhall 12 saloon, excellent condi-tion; terms. -Autosnips, 5, Balham High Rd., Balham 1509 (C1009) 1947 Vauxhall II saloon, guaranteed; £295; payments.—Oldfield, 386. Kensington High St. W.14. Wes. 6631.

AZ MOTORS offer October, 1947, saloon, beautiful AZ condition, 5 new tyres, disc wheels, loose covers, sunroof, unrepeatable value; 2285:11—109, Palmeraton Rd., N.W. 6. Mai. 4725.

VAUXHALL WYVERN

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel., Hillstde 6621, effers:—1954 (Nov.) '55 model vauxhall Wyrern saloon, concern washers, seat covers, radiator blind, high compression engine, mienge 7,600, one owner, an immaculate car; 4605. PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

NEWNHAMS, LAd. 1953 Vauxhall Wyrern saloon, excellent condi-NEWNHAM House, 255-7-9 Hammersmith Rd. London, w.6. Riverside 4646.

WYVERN 1955 saloons, choice of colours, delivery mileage. Exchanges and terms with pleasure.—
540. Euston Rd. R. W.I. Euston 1959. [1594]
LM AUTOGALES (MORDEN) offer:—

1954 Vauxhall Wyvern, black, brown leather, low milease, beautiful condition; 2625—28,750, Abbotsburg Rd, Mordern, Mit. 7122. (C2037 GN, Ltd., Vauxhall main dealers, effer:—

1953 Vauxhall Wyvern, grey, one owner; £505.— 278, 280, Balham High Rd., London, S.W.iv. Bal. 1035 (7 lines). Showrooms open 8 a.m. 8 p.m., including Saturdays. 1953 Vauxhall Wyvern, black, low mileage; £575.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Clore States of Clore Courses of Clore Courses of Clore States of Clore States of Clore States of Clore States Division, offer. Acts of Clore States Division, offer. Clore States Division, offer. Clore States Division, offer. Clore States of Clore States of

1955 Marcus, Ltd., 33, Sloene St., S.W.1. Bel. (C3008

1951 Wyvern, black, excellent condition, one into the condition of the condition of

1951 Vaux'nall Wyvern; considered a bargain; £460.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019 £598.—Vauxhall Wyvern, 1953 series, all extras, particularly well kept, amail mileage; many

other cars.

BENMOTORS, 1. Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (Cl017

1952 Vauxhall Wyvern, one owner, lo comed —Herbert & Mills, Church Rd., Ashfo

1954 model Vauxhall Wyvern saloon, black, brown throughout: £800.—W. H. Mealing, 99, Richardson St., High Wyoombe 3160-3.

High Wycombe 3160-3. [2036 \$4.44 | 11-1950 Vauxhall Wyvern de luxe saloon; the speciometer of this vehicle reads 28,000 the bodywork interior and mechanical condition are so beautiful you could believe 10's only done 10,000 miles; choice 2 others. \$1.4088 OF WOOD GREEN (Ext. 1897); 100 guaran-teed cars; exchanges; hire purchase—421/423, High Rd., Pinchley (Rast Finchley Underground) Pinchley 6222.

A LMOST new Wyvern Care Wanted
A Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

CAR MART, LM.

1954 Wauxhall Veiox saloon, radio, heater, grey with grey and red uphoistery; 2835.

CAR MART, Ltd., 352, Streatham High Rd., 8, W.16, Streatham (054.

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PERFORMANCE CARS, official Volk new and used models in stock.— Brentford, Middlesex. Ealing 8841.

1955 8,000 miles only, virtually a new cay immediate delivery; &675.—Elm Autosates, &68. Hi field Rd., Wimbledon, S.W.19. Cherrywood 161

1954 (June) Volkswagen 1192cc standard maloon Baher, Esper 435c. "Greenwaya," Hawkshill Close Esher, Surrey Esher 435c. [1650]

V&F MONACO MOTORS, the only Volkswagen pechalists in London; we concentrate exclusively on the Volkswagen and handle no other

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V&F MONACO MOTORS.—1947 Standard saloon, r.h.d., good condition throughout; £500.

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V&F saloon, I.h.d., gear box and engine overhauled: £295
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Legents, 6, Astwood Mews, Courtheld Rd.,
S.W.7 (near Cloucester Road Station). Fremantle 4814.
1955 Undersealed; £355; part exchanged the standard Eight considered; letters only.—53, Chesterton Rd., Coventry.
Vw sports cars, new, second-hand, or you can have
your own converted; cruise at Somps while doing
Samps; only suppliers.—West Essex Engineering Co.
Ltd., Abridge, Theydon Bois 2077.

1954 Volkawagen de luire, 1,192cc, blue, 20,000 e 80 modifications and extras; perfect throughout; £600.

Lister, 1, Brook Rd., Manchester, 14. Rusholme 5115.

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THE Volkswagen Centre require good Volkswagen cars,
all years and models.
COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel.
2361.

PRIVATELY owned Volkswagen.—5, Brae Court Kingston Hill, Surrey. Tuise Hill 2768. [W2037 RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.J. Sloame 5424. [W3048 VOLKSWAGEN or Javelin wanted; realistic cash price for immaculate low mileage specimen.—Box 6527.

BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5696-7.

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159-161, London Rd., Kingston 5621-2. [Cl071]

MOONS MOTORS, Ltd., at their Davies Street (MayMOONS MOTORS, Ltd., at their Davies Street (Mayhanches have fasfory trained metaplics and offer you
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PRIDE & CLARKE, Ltd.-" By return " spares service.-Stockwell Rd., S.W.9.

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1950 Velon, blue, radio, heater, etc., a very plea-aant car; 2445.—38/52, Dudden Hill Lane N.W.10. Willeaden 4666.

VELOX 1955 saloons, choice of colours, d mileage; exchanges and terms with pleas 340, Euston Rd., N.W.1. Euston 7839. AUTOMOBILIA, Ltd., offer:—

1950 (June) Vauxhall Velox, 4-door de luxe aaloon, condition: 2425.—Automobilia, Ltd., Pippbrook Garage, Oorking 4304.

H. BRART & Co., Ltd., offer:-

1950 Vauxhall Velox saloon, beautifully main-tained by one private owner; £445.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3348.

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VAUXHALL Velox, 1953 model, immaculate in gru low mileage, many cars, one owner; £595. CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., E sington, London, S.W.S. Flaxman 0001/72 WARWICK WRIGHT, Ltd., offer:-

1953 Yauxhall Velox saloon, green with green up holsbery, radio and heater, 12,000 miles; £64 WARWICK WRIGHT, Ltd., 150, New Bond St., W. Mayfair 9761.

| BONARD WILLIAMS & Co., Ltd., offer:--1954 Vauxhall Veloz in grey with grey and rad upholstery, heater, radio, fog lamp, an absolutely immediate the radio of the radio miles, unly guaranteed, 2595.

EDNARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing, 1988.

1950 Vauxhall Velox, black; £375.—Below.

1949 Vauxhall Velox. black; £350.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Tel. Potter St. 121. PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1954 Vaushall Velox, blue, fitted heater, one packers, Mottoe Co. (SURREY), Ltd., Phoenix House, High St., Sutten, Surrey, Vigilant 1121.

VELOX, '55 (Feb.), unmarked, all extras, small mileage; £815.—Box 6562.

1949 Yauxhall Velox seloon, black/brown uphot-[C3030]

1947 stery; £375.—May £342. [G3030]
1955 Velox, Apl., grey, 2,800 mls., 7.3 engine; £775
—Tel. Sheerness, Kent 2001. [2226]
1953 Vauxhall Velox saloon, blue/grey, radio,
DUNHAM & HAINES, 46, Castle St., Luton
[C1079]

1955 Wauxhall Velox, nominal mileage.-

1954 Velox, grey, and fitted heater; a one-owner car taxed year; supplied and maintained by K. J. MOTORS, Ltd., Brom.ey. Rav. 3456.

1950 (November) Velox, green, leath 37,000 miles, heater; £450.

VAUXHALL Velox, black, one owner, late: £449.—Jack Fozner (Au Mendon Way, N.W.A. Hen. 8011-2

VAUXHALLS.—Reconditioned service units evaliable from stock for DX, DY, HI, J. JCV. Velox, Weley. PCL models: gear boxes, superasion units evaluate active plates. TRLANON. Aerodrome Rd., London. N.W.A. Hendon 7605/4.

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WELHAMS. Surbiton Hill Rd., Surbiton, Elmbridge
1873, buy and sell pre-1915 Veterans. [C4070] VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

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THE original U.K. specialists and leading distributors insist on our genuine spares and specialised service conchbuilding, cellulosing; new, reed and reconditioned cars available. Tel. Ripley 2361. [6375/R VOLKSWAGEN, resprayed beige, all chrome, new engine, 1946, in perfect condition; £270.—Brod

VAUXHALL CRESTA 1955 Vauxhall Cresta, works mi Marcus, Ltd., 33, Sloane St.,

1955 Cresta saloon, blue and where the saloon of the saloo

1955 Vauxhall Cresta saloon, radi Martin's Lane, London, W.C.2 (adj., Tube Station). Temple Bar 5598.

YAUXHALL 25

1939 Vaukhall 25 7-passenger limousine, fair order throughout: £165; 5 months' guarantee, letting and exchanges and exchanges with the state of the VAUXHALL 1937/1938 model 25hp, independent of the consumption, mechanically sound—wm. P. Ltd., Central Garage, King St., Nethers

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IT is important that the car you purchase is in excel-lent condition throughout.

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DART exchanges, confidential b.p. terms; open 9-7
acek-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead Goll.
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SURREY MOTORS, Ltd., official Morris retail dealers,
Inilly equipped for service and spares.—High St.,
Sutton, Vigilant 4444.
S. rotational delivery, socianges,
terms.—576, Restington High St., W.14, Western 2512.
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WILSONS AUTOMOBILES & COACHWORKEN NOOI
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Brixton 4011. [N4085/R
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Surrey. Tel. Kingston 5151-6.
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G. K. BALLAMY, Automobile Engineers, Alfred Place Worthing, Tel. Worthing 5769. Peugeot distribu-tors Sussex and South Coast. [180

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G267/R
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[7]

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NEW Triumph TR2, finished Erlitish racing green, for immediate delivery at list price incl. p. tax; 2886/10/10; part exchange, hire purchase.

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1184-5.

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N1060
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#### WOLSELEY

EW

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TELEPHONE Epsom 1234.

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